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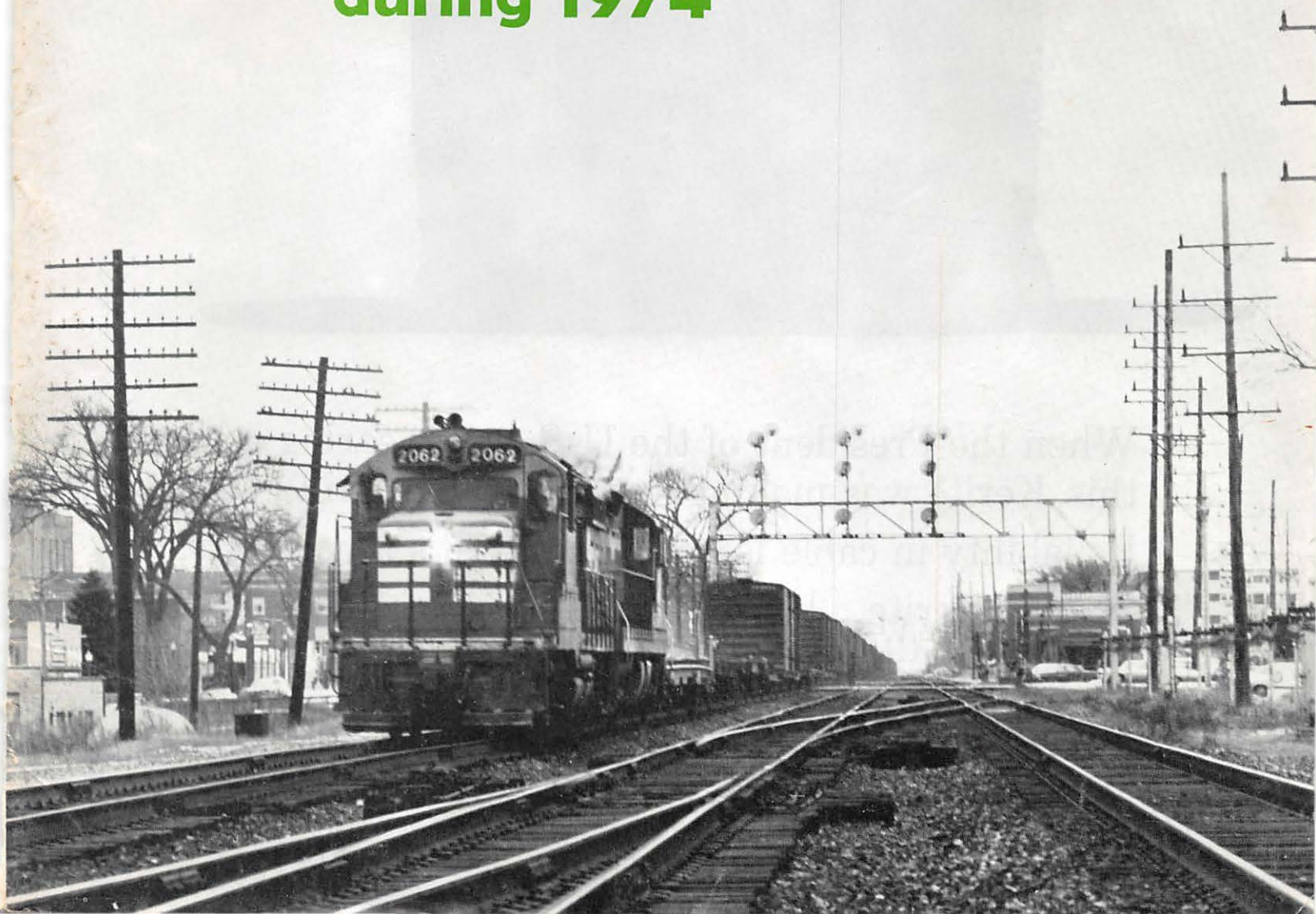
THE

JANUARY/FEBRUARY 1974

SIGNALMAN'S JOURNAL

Signal spending will rise 14% during 1974



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Chamberlain's Message

Help us strengthen the Signal RS&I

The last revisions to the Signal Rules, Standards & Instructions were made in 1966, one year before the creation of the Department of Transportation and the Federal Railroad Administration. As we all know, considerable activity in the signaling area has occurred since then. Technology has much improved—most evident by the widespread use of solid-state devices.

You will recall that about two years ago, FRA attempted to revise the Signal RS&I rules, but because "proper procedures" were not followed, the effort died. Comments concerning the proposed changes were published in the November 1971 issue of THE SIGNALMAN's JOURNAL. Included were FRA's views and those of the Brotherhood of Railroad Signalmen and the Association of American Railroads.

Since that time the FRA has pleaded—admittedly not publicly, that it had more important work to do, namely, developing track and equipment standards to meet the requirements of the Railroad Safety Act of 1970. Also included in that Act was direction for probing the highway-railroad grade crossing safety problem. Two reports have been presented to the Congress, and last year Highway Trust Funds were allocated to provide for equipping crossings with automatic protective devices. It appears that FRA can now devote necessary attention to the Signal RS&I rules.

For our part, we have a committee of qualified Brotherhood of Railroad Signalmen members working on proposed revisions. One of our main goals is to require that highway-railroad automatic grade crossing protective devices and systems be included in the FRA's Signal RS&I. A fundamental element in automatic grade crossing protective systems is the track circuit, hence it is only logical and proper that these crossing systems be installed and maintained under the Signal RS&I.

So that we may have the benefit of the knowledge and expertise of our members in the field who are daily working with signal equipment and systems including crossing protective devices—we invite your comments on the Signal RS&I. Write us and let us know what you think should be revised; tell us why; and if possible suggest new rules that would make the Signal RS&I more effective and provide greater safety for rail operations.

In a broader context, we also call upon the signal equipment manufacturers to take part in this effort for RS&I revisions, as well as the railroad signal engineers, and the Office of Safety of the FRA. These four major groups—BofRS, AAR, FRA and signal suppliers, have the expertise to develop modern, improved signal RS&I rules that will improve the safety of rail operations.

Now is the time to act, particularly in view of the prospect of increased rail traffic due to the energy crisis; the development of a core rail system as authorized by the Rail Reorganization Act of 1973; and by the fast changing pace of technology.

Working together we can accomplish our mutual objectives of making our railroad industry a faster, safer and most competitive form of mass transportation in existence today. Let's get on with the job.

BofRS and LI agree on labor dispute

A mediation agreement has been signed by the Brotherhood of Railroad Signalmen, the Long Island Rail Road and the National Mediation Board. This action follows a report of Presidential Emergency Board No. 184 submitted to President Nixon on Jan. 14, 1974.

"The parties here to negotiate a proposed Memorandum of Understanding on June 13, 1973 which encompasses final settlement of all issues involved in the present dispute between the parties with the exception of five specific proposals embodied in paragraphs 6, 10, 13, 15 and 17 of said Memorandum.

"These unresolved issues involve the proposed abrogation of the headquarters rule; proposed modification of the Patchogue Agreement; proposed settlement of a new technician job classification, plus the present objective of assigning signal technicians and communication technicians to all work in their classification within their competence; the proposed elimination of certain wage differentials; and, the proposed modification of certain practices relative to meal allowances," the mediation agreement stated.

BofRS and LI accepted Presidential Emergency Board No. 184's recommendations concerning these five proposals. *(Details will be published in the March issue of THE SIGNALMAN's JOURNAL.)*

The mediation agreement was signed by C. J. Chamberlain, president, J. W. Walsh, vice-president, and James Sottile, general chairman, for the BofRS; Walter L. Schlager, president, LI; and George Ives, member, and A. Alfred Della Corte, mediator, for the NMB.

Signal spending to be up 14%

Railroads and transit authorities are planning to spend $147.1 million for signal equipment in 1974, an increase of 14% over the previous year's spending plans. The transit signal equipment share comes to $41.7 million, up 8% over last year. This money is budgeted for equipment such as signals, power switches, relays, wire and cable, retarders, power supplies, batteries, hotbox detectors, automatic car identification scanners, etc., for additions and betterments as well as for replacement of equipment under maintenance programs.

Major signal projects planned for 1974 include centralized traffic control, highway-railroad grade crossing protection devices and safety detectors. Indications so far reveal that 809 road miles of ctc are planned for this year. Two continuing trends in ctc are: (1) reverse signaling and full ctc for double-track main lines; and (2) consolidation of controls at railroad headquarters or at major dispatching centers. Some of these ctc consolidations utilize minicomputers for data collection and display. Also, some use is planned or being implemented for automatic train dispatching using computer simulation techniques.

Also in the ctc area, at least two railroads—one of them is the Chicago & Western Indiana—have replaced conventional control machines with a minicomputer using cathode ray tube terminals for track diagram display and pushbuttons for dispatcher control. C&WI has consolidated the control of several interlockings and line-of-road into this new control concept.

Activity in the rail-highway grade crossing protection area has, of course, been greatly stimulated by passage of the Federal-Aid Highway Act of 1973. Early reports indicate that at least 512 crossings are slated for automatic protection in 1974 by U.S. and Canadian railroads. Based upon earlier years' forecasts this 512 figure could rise to over 1,500 by year end in actual installations.

Planning for the increased protection programs under this federal aid has been somewhat slow due mainly to passage of the bill late last fall, plus there was some doubt as to how much funding would be available for crossing protection. Also, included in the provisions of the bill is a requirement for states to submit plans to the Secretary of Transportation concerning programs to improve grade crossing safety with specific crossings pinpointed for improvement. Many states are well along with such plans—also mentioned in the Federal Safety Act of 1970—while others are just getting underway. Also, the Federal Railroad Administration - Association of American Railroads jointly sponsored program of developing a grade crossing inventory is proceeding well.

Crossings protected by automatic devices could double by 1975 as a result of these new federal funds available. Not only are funds available for "elimination of hazards of railway-highway crossings" but money is also available from the Highway Trust Fund under the definition of "construction." This also includes the Federal-aid urban

SIGNAL EQUIPMENT INSTALLED 1970-1973

	1970	1971	1972	1973
Traffic control and block signal systems				
Track miles*	1,553	892	1,089	**1,527**
Power switches	274	208	260	**229**
Electric locks	285	135	225	**272**
Signals	1,139	601	974	**1,067**
Automatic train stops	27	150	91	**44**
Rolling stock with cab signals	723	135	100	**95**
Rolling stock with train control	—	—	—	**150**
Interlockings	57	41	57	**76**
Power switches	260	268	169	**225**
Signals	314	443	217	**189**
Highway crossings protected by				
Flashing-light signals only	1,010	986	935	**890**
Flashing-light signals & gates	572	598	596	**533**
Dragging-equipment detectors	90	126	193	**319**
Hotbox detectors	151	161	219	**140**
Classification yards	7	13	10	**9**
Retarders	12	22	21	**171**
Power switches	115	148	66	**304**
Slide fence (feet)*	21,084	26,005	17,561	**38,018**
Automatic car identification scanners	33	68	94	**109**
Miscellaneous signal equipment	1,077	955	743	**634**
Totals	**6,146**	**5,058**	**4,970**	**5,456**

OVER 1,400 CROSSINGS GOT AUTOMATIC PROTECTION

Railroad	Highway Crossings protected by Flashing-light Signals	Flashing-light Signals & Gates	Safety Detectors: Dragging Equipment	Hotbox	Switches Heaters, El. Lamps	Yards Retarders Switches	Miscellaneous Signal Equipment	ACI Scanners
Alaska	3	—	—	—	—	—	—	—
Algoma Central	4	—	—	—	—	—	—	—
Atlanta & St. A.Bay	1	—	—	—	—	—	—	—
BART (San Francisco)	—	—	—	—	—	—	—	10
B&LE	—	—	2	2	6H,10L	—	2	8
B&M	1	3	3	—	6H,30L	—	35	—
BN	70	45	7	7	—	—	—	17
CN	118	28	8	8	150H	—	2	13
CP Rail	112	5	—	1	54H	2S	—	—
CNJ	—	1	—	—	—	—	—	—
NY&LB	1	3	—	—	—	—	—	—
Chessie System	35	15	—	—	—	—	—	17
C&NW	41	10	—	12	—	—	—	5
Clinchfield	1	—	—	—	—	—	—	—
D&H	2	3	—	—	2H	—	—	—
D&RGW	6	2	12	1	4H	12S	4	—
DT&I	—	1	—	1	—	2R	—	6
AA	1	1	—	—	—	—	—	—
EJ&E	2	—	1	1	—	—	—	3
EL	1	6	—	—	—	—	8	—
Frisco	17	5	4	4	—	—	—	—
GB&W	4	—	—	—	—	—	—	—
ICG	39	8	—	10	—	—	—	—
KCS	9	1	—	—	—	—	1	9
KCT	—	—	—	—	83H	—	—	—
LV	1	2	—	—	3H,30L	—	—	—
L&N	11	1	—	—	—	—	—	—
MEC	7	—	—	—	—	—	2	—
MBTA (Boston)	—	—	—	—	35H*	—	1	1
MTA-LI	—	21	—	—	—	—	1	2
NYCTA	—	—	—	—	1H	—	—	—
Milwaukee Road	36	5	—	—	1H	1R	—	—
MKT	7	1	—	—	—	—	—	—
MP	39	10	10	10	—	—	—	—
C&EI	2	3	1	1	—	—	—	—
T&P	15	3	6	6	—	—	—	—
Montreal UCTC	—	—	1	—	—	—	—	—
N&W	20	8	3	—	32H	—	6	8
ONL	—	—	1	2	—	—	1	—
PC	40	25	3	3	—	2R,18S	—	—
Reading	3	2	—	—	—	—	10	—
RF&P	—	2	—	—	—	—	—	—
Rock Island	21	6	1	1	—	—	—	—
Santa Fe	28	38(42†)	24	18	—	1R	2	10
SCL	69	32	16	16	3H	—	2	—
Soo Line	15	6	—	—	—	—	2	—
Southern	40	15	158	2	—	19R,46S	5	—
SP	42	148	57	20	—	146R,226S	63	—
TP&W	1	—	1	—	—	—	—	—
UP	21	14	—	12	36H	—	—	—
WP	4	12	—	2	—	—	1	—
Totals	**890**	**533**	**319**	**140**	**416H,70L**	**171R,304S**	**148**	**109**

†Automatic gates added at existing flashing-lights

*Third rail heaters

highway system. (See THE SIGNALMAN'S JOURNAL, October 1973, page 217.)

Using a cost figure of $25,000 per crossing, the actual funds available for grade crossing protective devices could provide the following installations:

500 grade crossings could be equipped with protective devices by June 30, 1974. Informed persons admit that this is really not likely this year.

1,500 rail-highway grade crossings could be protected with flashing-light signals with or without automatic gates in each of the fiscal years ending June 30, 1975 and 1976.

It should be pointed out that federal aid coming from the 1973 Act supersedes previous federal funding and is in addition to present state programs for providing funds for rail-highway grade crossing protection. It is possible that the number of grade crossings receiving automatic protection could reach 2,000-2,500 by 1975.

Safety detector installations will remain at a relatively high level during 1974. Last year railroads installed 140 hotbox and 319 dragging-equipment detectors. Indications are that this year the trend will continue. Several railroads are installing dragging-equipment detectors at all hotbox detector locations, so they can use the alarm controls to indicate dragging equipment as well as hotboxes.

During 1972, 38,012 ft of slide

OVER 1,000 SIGNALS INSTALLED IN ABS & CTC

	Block Signals & Traffic Control					Interlockings		
Railroad	Track Miles	Switches	Electric Locks	Signals	Train Controls Train Stops Cab Signals	No. of Plants	Power Switches	Signals
BART (San Francisco)	76	—	—	—	150ATC	13	63	—
B&M	21	1	2	8	—	1	1	—
BN	87	16	23	105	—	—	—	—
CN	153	44	35	152	—	3	—	15
CP Rail	23	5	2	12	—	1	13	9
CNJ	—	—	—	—	—	1	3	—
C&NW	—	—	—	—	—	1	1	1
C&WI	8	—	—	2	—	—	—	—
CTA	8	—	—	12	10ATS,6CS	—	—	—
Clinchfield	—	1	1	5	—	—	—	—
D&H	—	2	1	—	—	—	—	—
D&RGW	—	—	—	—	—	1	3	5
EL	—	—	—	—	—	3	3	5
ICG	17	2	4	13	—	2	—	—
KCS	107	9	12	71	—	—	—	—
LV	—	—	—	—	—	2	6	9
L&N	14	5	4	21	—	2	—	16
MEC	7	—	—	3	—	1	9	4
MTA-LI	12	—	—	—	cstkckts	2	5	5
NYCTA	—	—	—	28	32ATS	2	11	16
Milwaukee Road	9	3	1	8	—	—	—	—
MP	41	2	—	25	—	—	—	—
C&EI	46	7	18	43	—	1	—	—
Montreal UCTC	1	—	—	1	1ATS	—	—	—
N&W	98	10	19	80	—	9	15	8
PC	24	6	5	11	—	18	32	18
PATH (NJ-NY)	—	—	—	1	1ATS	1	5	8
Reading	2	2	3	9	—	—	—	—
Rock Island	31	4	9	12	—	—	—	—
Santa Fe	352	—	—	—	—	—	—	—
SCL	19	6	10	31	—	5	6	24
Southern	97	37	84	44	3CS*	3	35	30
SP	207	42	24	242	6CS*	—	—	—
TTC (Toronto)	6	—	—	75	—	3	4	—
UP	61	27	15	53	80CS	1	10	16
Totals	**1,527**	**229**	**272**	**1,067**	**150ATC 44ATS 95CS**	**76**	**225**	**189**

*Classification yard locomotives

SIGNAL MODERNIZATION PLANS CONTINUE IN 1974

fence was installed. Canadian National installed 6.600 ft; CP Rail put in 10,330 ft; Denver & Rio Grande Western installed 10,000 ft and Union Pacific installed 11,088 ft. A rather unique installation was made by the Richmond, Fredericksburg & Potomac where the railroad right-of-way is paralleled by an expressway. Here along 5,000 ft of track, a total of 10,000 ft of detector fence was installed to detect presence of highway vehicles encroaching upon the railroad right-of-way.

The increased emphasis on safety by the Federal Railroad Administration, the increasing number of derailments and fewer persons along the right-of-way to observe moving trains fosters greater reliance on automatic safety detection systems.

Classification yard construction will be fairly active during the year with new yards started at Louisville, KY by the Louisville & Nashville (Strawberry yard); at Waycross, GA by the Seaboard Coast Line; at Barstow, CA by the Santa Fe; and continuing work by Burlington Northern on Northtown yard near Minneapolis, MN.

Many railroads are replacing older retarders with newer models capable of handling cars of 160 gross tons. Some roads are using adapter units to upgrade existing retarders to handle these heavier cars. Additionally, roads such as Santa Fe at Argentine, KS and Union Pacific at North Platte, NE are upgrading existing retarder yards with new computer control systems. At both locations, each road has a new computer controlled classification yard and an older, manual-controlled retarder yard.

Major projects in transit signaling for existing systems is the installation of cab signal equipment in cars and for wayside and track circuit controls. For new systems, automatic train operation and control is becoming the standard. Washington, DC's new transit system should see the beginning of the installation of its automatic train operation system during this year. In Atlanta, GA, final engineering designs are underway, again for an ATO system.

Toronto is extending its Yonge street line, and final testing will be underway in '74 on the last section. Baltimore, MD, and Buffalo, NY are in final planning stages of their rapid transit systems which will include automatic train operation and control as a major system concept.

Existing transit authorities are modernizing their signal systems. Chicago Transit Authority, for example, is installing cab signaling on its north-south line and the Douglas Park elevated line. Bids have been opened on 100 new cars which, along with existing cars will be equipped with cab signals. New York City Transit Authority is also continuing to modernize existing signal systems. Also, its latest cars are being provided with controls for automatic train operation and/or cab signaling when money is available for providing the track circuit controls.

Major projects are listed by some railroads for the 1974 year, and are reported herewith:

Algoma Central: Install one highway crossing signal.

Atlanta & St. Andrews Bay: Upgrade three hotbox detectors; install 4 flashing-light signals.

Bessemer & Lake Erie: Install protection at 3 highway crossings; add automatic gates to one existing crossing: install yard signaling system.

Burlington Northern: Install 14 hot bearing detector locations, including dragging equipment detectors; install 150 grade crossing signal protection systems; complete 42.66 miles of ctc from Galesburg, IL to Barstow, IL; complete 4.44 miles of ctc from Nichols to Forsyth, MT; complete 21.34 miles of ctc from Forsyth to Hysham, MT; replacement of mechanical interlocking at Bridge 10 interlocking, Delta Jct., WA.

Canadian National: Install traffic control system; install automatic car identification scanners; convert power-spring siding to power-power; install switch heaters; install hotbox detectors.

Central RR of New Jersey: Install automatic crossing protection on 8 crossings; install one interlocking at Rariton, NJ under TOPICS program. Eliminate First avenue grade crossing with grade separation. Install 41 miles of ctc including remote control of 5 interlockings.

New York & Long Branch: Install automatic protection on 5 grade crossings under TOPICS program—4 in Red Bank and 1 in Neptune, NJ.

Chesapeake & Ohio: Install traffic control system 44 miles on Richmond division; extensive re-arrangement of signal facilities on account of track changes, Huntington division; install or extensively modernize automatic crossing protection at approximately 40 crossings.

Baltimore & Ohio: Re-arrange interlocking facilities and install tcs in Pittsburgh, PA and Washington, DC area; install or extensively modernize crossing protection at about 25 crossings.

Chicago & North Western: Install 6 hotbox detectors.

Chicago & Western Indiana: Install two way signaling on tracks 1 and 2, 47th street to 81st street.

Chicago Transit Authority: Equip 462 cars with cab signals; have contractor install $5 million wayside cab signal and interlocking equipment.

Cleveland Transit System: Addition to be made to Brookpark yard.

Clinchfield: Install flashing-light signals at 2 grade crossings; install 1 crossing protection system with gates and flashers jointly with Southern; rework 10 miles of slide fence; install 12 dragging equipment detectors.

Denver & Rio Grande Western: Install 5 hotbox detectors; install 12 high-water detectors; install 10,000 ft of slide fence; and install 28 miles of ctc.

Erie Lackawanna: Install 4 hotbox detectors and modify 8 hotbox detectors; install 2 remote-controlled interlockings; modernize existing freight classification yard at Marion, OH.

Frisco: Install rail locks on lift bridge over Warrior River; install crossing protection at 50 grade crossings; install 5 miles of pulse-modulated track circuits on double track; install 99.6 miles of ctc; install 10 radio-tone alert hotbox detectors and 10 dragging equipment detectors; install 2 power switches and 5 signals.

Louisville & Nashville: Construct a new computerized hump yard at Lousville, KY (Strawberry yard).

Massachusetts Bay Transportation Authority: The Haymarket-North Extension contract for signals and communications has been awarded, work is now in progress;

17 dual-control switch machines and 2 mechanical assists have been ordered for South Bay Maintenance Center; 2 dual-control switch machines are on order for Wonderland automatic turnback; 11 ac trip mechanisms are on order for the East Boston line.

MTA-Long Island: Install 13 miles of tcs on 3 tracks; install 4 miles of tcs on 4 tracks; rebuild 3 interlockings; work on 3 miles of grade crossing elimination; install 19 automatic crossing gate installations.

MTA- New York City Transit Authority: Jerome avenue line and yard signaling under installation; replacement of code systems by direct wire, Flushing line; modernization of compressor plants for signal air line.

Milwaukee Road: Start work on ctc for Northwest Suburban Mass Transit District tower B-35 to Hampshire, IL, 17 miles; install ctc for North Suburban Mass Transit District tower A-5 to Fox Lake, IL, 44 miles.

Missouri-Kansas-Texas: Replace semaphore signals with color-light signals; install crossing protective devices as requested by states.

Missouri Pacific: Install hotbox and dragging equipment detectors; install remote control switches and signals, replacing spring switches at ends of sidings; install ctc control circuit and dispatcher circuit, using microwave and common carrier circuits, replacing open wire line circuits; install automatic grade crossing protection at various locations.

Chicago & Eastern Illinois: Install gas switch heaters; install hotbox and dragging equipment detectors; install push-button switching in yards; install automatic grade crossing protection at various locations.

Texas & Pacific: Install automatic grade crossing protection at various locations; convert manually operated interlocking plant to semi-automatic and remote control operation; install hotbox and dragging equipment detectors.

Montreal Urban Community Transit Commission: Install automatic train operation on Line No. 4 which goes under the St. Lawrence River.

Norfolk & Western: Install tcs from Roanoke, VA to Pine Hall, NC.

Ontario Northland: Install flashing-light signals at 3 grade crossings.

Santa Fe: Extend tcs territory from Riverside, CA east to San Bernardino, 8.2 miles on 2 tracks, and 6.6 miles of double-track tcs from La Mirada, CA to DT Junction; additional crossing protection will be installed; install additional hotbox detector systems with dragging equipment protection at various points; construction will begin on the automatic freight car classification facility at Barstow, CA; continue work of modernizing the westbound hump at Argentine, KS to provide a fully automated freight car classification system.

Seaboard Coast Line: Install 20 defect detectors; complete 220 of 365 miles of tcs between Atlanta, GA and Hamlet, NC, and between Jacksonville, FL and Sanford; install 130 new and modify 70 sets of highway crossing signals; provide connection tracks with power switches at 5 locations.

Southern: Install coded track circuit equipment, Oakdale to Chattanooga, TN, 100 miles; replace approximately 132 semaphore signals with colorlight signals; install about 100 highway grade crossing protection systems and modify with overlay equipment approximately 75 exit existing systems; automate hump retarder at Norris yard, AL; at Greenville, SC install crt and computer office equipment for existing ctc control machine; install or relocate 5 hotbox detectors.

Toronto Transit Commission: Test Yonge street northern subway extension from York Mills to Finch; change over for operation to Finch; design engineering begins for the Spadina subway.

Union: Install heavy car kits on retarders; replace obsolete standby computer.

Ingram urges CLC let some prices rise

The Department of Transportation's Federal Railroad Administrator John W. Ingram urged the Cost of Living Council to allow higher prices on certain materials purchased by the railroads. He did so with the support of the industry.

The unusual twist came in testimony before the Council regarding proposed steel price increases. Ingram said that steel companies should be allowed to charge more for steel railroad wheels, currently in extreme short supply.

"Profit margin on wheels is either marginal or non-existent", Ingram said, "forcing steel companies with diverse product lines to stress areas where financial returns are greater".

He noted that 58,129 new and rebuilt railroad freight cars were on order as of November 1, up 21,315 from 1972. Orders placed by carriers in October alone totalled 14,282 —more than four times the orders placed in October 1972.

"The railroad industry,,' Ingram said, "is becoming increasingly concerned that wheel shortages will result in reduced deliveries of new and rebuilt cars, despite the higher level of orders". He cited figures indicating that expected deliveries of approximately 55,000 freight cars could be increased by over 15% if materials were readily available.

"The implications of the energy crisis enhance the need for adequate supplies of suitable, well maintained freight cars. The nation's growing need for energy-efficient rail transportation of initial commodities will simply not be met if railroads are forced to reduce service due to lack of available freight cars", Ingram warned. He specifically cited the supply and availability of piggyback flatcars, noting that demand is up almost 16% over 1972 levels for these cars designed to carry highway trailers on long hauls between terminal distribution points. "Deliveries of new piggyback cars in 1974 are expected to run at least 24% below the level of orders", Ingram said, adding that "if materials are not made available, the expected growth of efficient piggyback service will be severly curtailed".

Ingram urged that the Council "take appropriate action to stimulate the flow of steel wheels and other vital components to the railroad industry and its suppliers. Wheel prices should be examined and restored to a level equal to that of other steel products, if such adjustments are necessary to maintain adequate production", he stated.

Ingram also told the council that he has joined in the application of the Burlington Northern and the Griffin Wheel Company for a temporary Emergency Hardship Exemption Permit from the Department of Commerce to export scrap metal to Canada for manufacture of railroad wheels at Griffin's Winnipeg facility.

Northeastern Illinois to vote March 19 for transit authority

March 19 is a key date in the life of registered voters in the 6-county northeastern area of Illinois for they will be called upon to make their wishes known concerning a Regional Transportation Authority. Popularly known as Chicago RTA or just RTA, the RTA bill was finally signed into law by Governor Dan Walker on Dec. 12, 1973. One requirement of the RTA bill is the referendum election which will require "a majority of those electors properly marking ballots on the proposition vote in favor of the creation of the Authority, such Authority shall thereby be established. Voting will be in the six counties in which RTA would be established: Cook, DuPage, Kane, Lake, McHenry and Will.

Labor protection. Support for RTA has come from most labor organizations, not only because of its need—for better mass transportation in the area—but because labor protection provisions have been written into the bill. These are due to effective help by concerned labor leaders. Brotherhood of Railroad Signalmen's President Charles J. Chamberlain and Vice-President Joseph W. Walsh, Jr., were active in this effort.

Present opinion is that RTA will prefer to enter into purchase-of-service contracts with existing transportation companies, such as railroads. In these instances there will be no change in union contracts covering wages, rules, working conditions, benefits, etc. In general, if RTA is to do its job, that of increasing service in the 6-county area, there should be more jobs for all labor, and especially railway labor.

An interesting and possible forecast of future events, Milwaukee Road is now installing centralized traffic control on sections of its two commuter lines with funds supplied by Mass Transit Districts operating in its area. Similar signal improvements could come about under RTA in an effort to increase capacity and safety of existing rail lines.

Sections 2.15 through 2.19 deal with labor relations. Portions of the key elements are abstracted herewith:

Section 2.15. Policy With Respect to Protective Arrangements, Collective Bargaining and Labor Relations.

It is the intent of this Act that:

(a) The Authority shall insure that every employee of the Authority and every employee of a transportation agency shall receive fair and equitable protection against actions of the Authority which shall not be less than those established pursuant to Section 13 (c) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. Sec. 1609 (c)), and Section 405 (b) of the Rail Passenger Service Act of 1970, as amended (45 U.S.C. Sec. 565 (b)), and as prescribed by the United States Secretary of Labor thereunder, at the time of the protective agreement or arbitration decision providing protection.

(b) There shall be no limitation on freedom of association among employees of the Authority nor any denial of the right of employees to join or support a labor organization and to bargain collectively through representatives of their own choosing.

(c) The Authority and the duly accredited representatives of employees shall have the obligation to bargain collectively in good faith, and the Authority shall have the power and duty to enter into written collective bargaining agreements with such representatives.

Section 2.16. Employe Protection

(a) The Authority shall insure that every employee of the Authority and of transportation agencies shall receive fair and equitable protection against actions of the Authority which shall not be less than those established pursuant to Section 13 (c) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. Sec. 1609 (c)), and Section 405 (b) of the Rail Passenger Service Act of 1970, as amended (45 U.S.C. Sec. 565 (b)), and as prescribed by the United States Secretary of Labor thereunder, at the time of the protective agreement or arbitration decision providing protection.

(b) The Authority shall negotiate or arrange for the negotiation of such fair and equitable employee arrangements with the employees, through their accredited representatives authorized to act for them.

(c) For purposes of Sections 2.15 through 2.19: "actions of the Authority" include its acquisition and operation of public transportation facilities, the execution of purchase of service agreements and grant contracts made under this Act and the coordination, reorganization, combining, leasing, merging of operations or the expansion or curtailment of public transportation service or facilities by the Authority, but does not include a failure or refusal to enter into a purchase of service agreement or grant contract.

Section 2.17. Employee Pensions

The Authority may establish and maintain systems of pensions and retirement benefits for such officers and employees of the Authority as may be designated or described by ordinance of the Authority: may fix the classifications therein; may take such steps as may be necessary to provide that persons eligible for admission to such pension systems as officers and employees of the Authority or of any transportation agency whose operations are financed in whole or in part by the Authority, shall retain eligibility for admission to or continued coverage and participation under Title II of the federal Social Security Act, as amended, and the related provisions of the Federal Insurance Contributions Act, as amended, or the federal Railroad Retirement Act, as amended, and the related provisions of the Railroad Retirement Tax Act, as amended, as the case may be; and may provide in connection with such pension systems, a system of benefits payable to the beneficiaries and dependents of any participant in such pension systems after the death of such participant (whether accidental or otherwise, whether occurring in the actual

performance of duty or otherwise, or both) subject to such exceptions, conditions, restrictions and classifications as may be provided by ordinance of the Authority. Such pension systems shall be financed or funded by such means and in such manner as may be determined by the Authority to be economically feasible.

Section 2.18. Labor Contracts

(a) The Authority shall deal with and enter into written contracts with employees of the Authority, through accredited representatives of such employees authorized to act for such employees concerning wages, salaries, hours, working conditons, and pension or retirement provisions. Nothing in this Act shall be construed, however, to permit hours of labor in excess of those prohibited by law or to permit working conditions prohibited by law.

(b) Whenever the Authority acquires the public transportation facilities of a transportation agency, either in proceeding by eminent domain or otherwise, and operates such facilities, all employees actively engaged in the operation thereof shall be transferred to and appointed as employees of the Authority, subject to all the rights and benefits of Sections 2.15 through 2.19, and the Authority shall assume and observe all applicable labor contracts and pension obligations. These employees shall be given seniority credit and sick leave, vacation, insurance, and pension credits in accordance with the records or labor agreements from the acquired transportation system. Members and beneficiaries of any pension or retirement system or other benefits established by the acquired transportation system shall continue to have rights, privileges, benefits, obligations and status with respect to such established system. The Authority shall assume the obligations of any transportation system acquired by it with regard to wages, salaries, hours, working conditions, sick leave, health and welfare and pension or retirement provisions for these employees. The Authority and the employees, through their representatives for collective bargaining purposes, shall take whatever action may be necessary to have pension trust funds presently under the joint control of such Transportation Agency and the participating employees through their representatives transferred to the trust funds to be established, maintained and administered jointly by the Authority and the participating employees through their representatives.

(c) Whenever the Authority shall take any of the actions specified in Section 2.15 (c) it shall do so only after meeting the requirements of Section 2.16, and in addition, whenever the Authority shall acquire and operate the public transportation facilities of a transportation agency engaged in the transportation of persons by railroad, it shall do so only in such manner as to insure the continued applicability to the railroad employees affected thereby of the provisions of all federal statutes then applicable to them and a continuation of their existing collective bargaining agreements until the provisions of said agreements can be re-negotiated by representatives of the Authority and the representatives of said employees duly designated as such pursuant to the terms and provisions of the Railway Labor Act, as amended 45 U.S.C. 151 et seq.); provided, however, that nothing in this subsection shall prevent the abandonment of such facilities, or the discontinuance of such operations pursuant to applicable law, or the substitution of other operations or facilities for such operations or facilities, whether by merger, consolidation, coordination or otherwise. In the event new or supplemental operations or facilities are substituted therefor, the provisions of Section 2.19 shall be applicable, and all questions concerning the selection of forces to perform the work of such new or supplemental facilities or operations, and whether the Authority shall be required to insure the continued applicability of the federal statutes applicable to such employees shall be negotiated and, if necessary, arbitrated, in accordance with the procedures set forth in subsection 2.19 (a).

Section 2.19. Labor Relations Procedures

(a) Whenever the Authority proposes to operate or to enter into a contract to operate any new public transportation facility which may result in the displacement of employees or the rearrangement of the working forces of the Authority or of any transportation agency, the Authority shall give at least 90 days' written notice of such proposed operations to the representatives of the employees affected and the Authority shall provide for the selection of forces to perform the work of that facility on the basis of agreement between the Authority and the representatives of such employees. In the event of failure to agree, the dispute may be submitted by the Authority or by any representative of the employees affected to final and binding arbitration by an impartial arbitrator to be selected by the American Arbitration Association from a current listing of arbitrators of the National Academy of Arbitrators.

(b) In case of any labor dispute not otherwise governed by this Act, by the Labor Management Relations Act, as amended, the Railway Labor Act, as amended, or by impasse resolution provisions in a collective bargaining or protective agreement involving the Authority or any transportation agency financed in whole or in part by the Authority and the employees of the Authority or of any such transportation agency, which is not settled by the parties thereto within 30 days from the date of commencement of negotiations, either party may request the assistance of a mediator appointed by either the State or Federal Mediation and Conciliation Service, who shall seek to resolve the dispute.

Financing. RTA will obtain some funds through the power to tax. It could levy a tax "upon all persons engaged in the metropolitan region in the business of selling at retail motor fuel for operation of motor vehicles upon public highways. Such tax shall be at a rate not to exceed 5% of the gross receipts from each such sales of motor fuel." Also, RTA could "impose a tax upon the privilege of using in the metropolitan region motor fuel for the operation of a motor vehicle upon public highways" . . . the rate not to exceed 5%. It could also levy a parking tax.

RTA would receive $14 from each motor vehicle license fee paid in

RTA WILL GET FUNDS FROM TAXES, STATE AND FEDERAL GRANTS

the city of Chicago. Also, Chicago would provide $5 million per year as part of an agreement that RTA would have with the Chicago Transit Authority, such as a purchase-of-service contract.

RTA could issue up to $500 million in bonds or notes. Also, RTA is the "primary public body in the metropolitan region with authority to apply for and receive any grants, loans or other funds relating to public transportation programs from the State of Illinois" or from the federal government.

Organization. RTA will have a board of 9 directors, of which 8 will be political appointments, as follows: 4 directors appointed by the Mayor of Chicago with the advice and consent of the City Council; 2 directors appointed by the Cook County Board, but must be from outside the City of Chicago; and 2 directors appointed by the chairmen of the counties outside Cook, namely DuPage, Kane, Lake, McHenry and Will counties. "The chairman shall be appointed by the other 8 directors with the concurrence of ¾ths of such directors. The chairman shall not be appointed from among the other directors. He shall be a person of proven skill and experience in public transportation or management." Directors and the chairman are appointed for a 5-year term. In the transition period (first 5 years), directors terms may be for a shorter time.

Good for suburbs too. One of the proponents of RTA is State Senator Aaron Jaffe, Democrat from Skokie, who says: "The suburbs have just as much to gain by an RTA as does the City of Chicago. Everybody, even the opponents to some extent, agrees that we need an RTA. Without it, we're in a terrible fix.

"The energy crisis demands an RTA. And with the tremendous growth of business and industry in suburban areas. Northeastern Illinois must have a coordinated transit system if that area is to survive. Now is the time to get moving on an RTA. We can't wait any longer," Jaffe said.

Funding for the first year amounts to $171 million, which most experts agree is enough to improve and expand existing services.

For those living in Cook, DuPage, Kane, Lake, McHenry and Will counties in Northeastern Illinois, March 19, 1974 will be a very important day. A yes vote for RTA, say many, is a vote for survival.

Signalmen active in NE rail bill

The Northeast rail bill recently signed into law by President Nixon was the work of many hands. Outstanding cooperation between rail management and labor produced the Title VIII—Employees Protection portion of the bill. Active in the day-to-day work of drafting the Employee Protection section were President Charles J. Chamberlain and Vice-President Joseph W. Walsh, Jr., of the Brotherhood of Railroad Signalmen.

Other labor members of the group included J. E. Burke, vice-president, United Transportation Union; L. E. Dennis, vice-president, Brotherhood of Railway & Airline Clerks; George Francisco, vice-president, International Brotherhood of Firemen and Oilers; L. S. Loomis, vice-president, Brotherhood of Locomotive Engineers; J. R. McGlaughlin, legislative representative, Brotherhood of Maintenance of Way Employes; and William G. Mahoney, attorney, who represented the Railway Labor Executives' Association and the Congress of Railway Unions.

Key rail management representatives working on this project included Frank E. Barnett, chairman of the board and chief executive, Union Pacific; William J. McDonald, vice-president and general counsel, UP; and W. Graham Claytor, Jr., president, Southern.

In testifying before the Senate Commerce Committee, attorney Mahoney in discussing the rail management - labor cooperation said: "The rail management committee was composed of officials of two railroads but they represented all major railroads in the U.S., with the exception of the Norfolk & Western, Chessie Lines and the bankrupt roads. The individuals representing management and labor were men who have spent virtually their entire professional lives in labor relations, including the negotiation and application of employee protective formulae in the railroad industry."

Although Secretary of Transportation Claude S. Brinegar had criticized the labor protection provisions, the rail management and labor stoutly defended them. In a telegram to Representative Harley O. Staggers, chairman House Committee on Interstate and Foreign Commerce, the Joint Labor Management Committee of the Association of American Railroads, said: "The labor protection proposed is generally fair and equitable to all parties concerned, the railroads, including the new Northeast Railroad Corp., the public and the employees involved. Indeed, they grant the new corporation unprecedented freedom in the transfer and reallocation of work and the utilization of employees in inaugurating its operations." The telegram was signed by C. J. Chamberlain, chairman, Congress of Railway Unions; Frank E. Barnett, chairman of the board, Union Pacific; and W. Graham Claytor, president, Southern.

Also, Brinegar received two telegrams—one from Stephen Ailes, president, AAR, and one from William H. Dempsey, chairman, National Railway Labor Conference. Ailes said: "The labor protective provisions proposed as Title VIII of H.R. 9142 were submitted to our board of directors on Sept. 28. Since then, I have heard from 14 railroad presidents. I conclude that these provisions are in line with the provisions that appear in recent merger agreements and are as satisfactory from the management point of view as could be hoped for." Dempsey said: "I have reviewed Title VIII and find it on balance not out of line with the protection provided in recent merger situations, particularly the Penn Central and Burlington Northern merger protection. Indeed, Title VIII in several substantive respects appears to be less costly and provides improved managerial control over allocation of work and transferring of employees."

Editor's Note: When a copy of the Regional Rail Reorganization Act of 1973 is available, Title VIII — Employee Protection, will be published in THE SIGNALMAN's JOURNAL.

Nixon signs NE rail bill

President Nixon signed into law the Northeast rail bill, officially known as the Regional Rail Reorganization Act of 1973. Basic provisions of the bill would establish the United States Railway Association as the planning and financing agency. Also, the bill sets up the Consolidated Rail Corporation to operate the new system. Funds allocated include $1.5 billion in guaranteed loans and $558.5 million in direct grants.

$85 million in interim operating subsidies will be available while the bankrupt railroads are being restructed. This money was included as an amendment in the foreign aid bill, which was also signed by President Nixon.

The seven bankrupt railroads from which a core system is to be designated by USRA include Ann Arbor, Boston & Maine, Central of New Jersey, Erie Lackawanna, Lehigh Valley, Penn Central and Reading.

Major provisions of the NE rail Act include:

Creation of the United States Railway Association (USRA), a government agency, to function as the planning and financing agency.

Establishment of the Consolidated Rail Corporation (CRC) to operate the restructured system as a private, for-profit organization.

FINANCING

$1.5 billion in federally guaranteed loans to be administered by USRA. A maximum of $1 billion is available to CRC, with the remaining $500 million to be used mainly for improvement of passenger service in the Northeast Corridor. Loans can also be made to Amtrak, state, regional and local transportation agencies, to other Northeastern roads to assist them in implementing the Act and to railroads connecting with the bankrupts. For the connecting roads, loans would be available only if necessary to keep them out of reorganization. CRC can also use an unspecified part of the USRA obligational authority to assist in purchasing lines from the seven bankrupt carriers, although these transactions would be accomplished primarily by giving creditors stock in the new railroad. At least $500 million in CRC loans would have to be used for modernization.

Interim loans of $150 million, which could be made before CRC is established, to maintain and improve properties of bankrupt carriers which are to be included in CRC. These loans would be assumed by CRC and considered part of its $1 billion loan ceiling.

A total of $558.5 million in direct grants. This total consists of $90 million per year for two years to subsidize, or to allow public authorities to purchase, losing lines that might otherwise be abandoned, $250 million for protection of displaced employees, $85 million in interim operating subsidies for bankrupt roads and $43.5 million in administrative costs for USRA, DOT and the Interstate Commerce Commission.

PLANNING TIME TABLE

DOT to prepare a comprehensive report on rail services in the Northeast within 30 days after the measure becomes law, and to make recommendations on what areas should be served by rail.

The ICC's new Rail Services Planning Office to study and evaluate the DOT report and submit its own report to USRA within 120 days of enactment. Within 180 days, the Planning Office must determine and publish cost standards for use in subsidy programs for lines not scheduled to be included in CRC.

Federal judges involved in railroad bankruptcy proceedings to have 120 days in which to decide whether the railroads in question can be reorganized successfully on a traditional income basis under Section 77 of the Bankruptcy Act that would serve "the best interests of the public." If a judge decided a given railroad could not be reorganized under Section 77, he would have an additional 60 days in which to order it liquidated or to be reorganized under the bill.

CRC itself to be established within 300 days of H.R. 9142 becoming law.

The USRA to prepare a preliminary final system plan by 300 days after enactment of the legislation.

Within 360 days of enactment, public hearings to be held on the preliminary plan and an analysis of it made by the ICC's new office.

The USRA executive committee to submit to its board of directors and the ICC simultaneously within 420 days after the bill becomes law, a final system plan which will reflect evaluation of all responses to the preliminary plan including those of the new ICC office. The Board then will have 30 days to approve the ultimate final system plan and send it to the ICC and Congress.

The full ICC to study the final system plan put before it, evaluate the plan and report to both houses of Congress within 30 additional days. The plan is to go into effect 60 days after it is delivered to Congress by USRA if neither house disapproves. If either house passes a resolution of disapproval, the plan goes back to USRA, DOT and the Rail Services Planning Office for revision and resubmission.

FINAL SYSTEM PLAN

The final system plan will designate which rail properties of railroads in reorganization in the region or of railroads leased, operated or controlled by any railroad in reorganization in the region:

Will be offered for sale to a profitable railroad operating in the region.

Will be transferred to CRC.

Will be bought, leased or otherwise acquired from CRC by Amtrak for improvement of passenger service.

And may be bought or leased from the corporation by a state or local authority to provide commuter or intercity rail passenger service.

Also to be designated under the final system plan are those properties of profitable railroads operating in the Northeast which may be offered to CRC

or other profitable railroads operating in the same region.

No acquisitions from other lines — bankrupt or solvent — may be made by profitable railroads without the Association determining it will not materially impair the profitability of other roads and the Commission finding the transaction is consistent with the standards of the Interstate Commerce Act regarding consolidations and mergers. ICC evaluations would be reached under expedited procedures so as not to delay the Association in its planning process. All acquisitions by profitable roads would be on a voluntary basis.

SPECIAL COURT

Provision is made in the bill for establishment of a special three-judge federal court to review the exchanges involving bankrupt properties in the final system plan.

Within 90 days after its effective date, USRA must deliver a copy of the final system plan to the special court, listing the transfers of properties involving bankrupt properties and the amount, terms and value of securities of the corporation—including any obligations of the USRA—to be exchanged for rail properties acquired by the corporation.

If the court finds that the transfer of rail properties in exchange for securities of the corporation and other benefits is not "fair and equitable and in the public interest," it will have the authority to reallocate securities among the bankrupt lines, to require additional securities and obligations of USRA or CRC as payment for the transfers and to enter a deficiency judgment against CRC if the other two methods fail to satisfy the "fair and equitable" exchange standards.

The court will have authority to order the conveyance of rail properties of railroads in reorganization and of any railroad leased, operated or controlled by a railroad in reorganization to CRC within 110 days after the final plan became effective and to adjust the proposed exchange offers.

So long as 50 or more percent of the CRC's indebtedness is to USRA, its 15-member board will include the Secretary of Transportation, the chairman of the ICC, the chairman of USRA and five Presidential appointees who are subject to Senate confirmation and CRC is barred from engaging in non-transportation activities.

Under the bill, CRC headquarters will be in Philadelphia.

USRA's board will consist of three government members — the Secretary of Transportation, the chairman of the ICC and the Secretary of the Treasury—and eight other members—appointed by the President with the advice and consent of the Senate —a chairman, a representative of profitable railroads selected from nominees recommended by the AAR, one representative each of labor, governors, mayors and the financial community and two representing shippers.

ABANDONMENT PROCEDURES

Upon enactment of the legislation, railroads in reorganization are generally prevented from abandoning service.

After the effective date of the final system plan, the ICC may authorize expedited abandonments for any railroad transferring substantially all of its properties to CRC or other profitable railroads if the final system plan does not designate such service to be operated. These procedures provide that no sooner than 30 days after the effective date of the final system plan the applicable railroad must give appropriate notice of intent to discontinue the service on a date not less than 60 days after the date of notice.

Rail lines over which service has been discontinued may then be abandoned 120 days after the service discontinuance occurred. A longer waiting period is required for lines designated in the final plan as required for other public purposes.

STATE/LOCAL SUBSIDIES

State, regional or local governments desiring to preserve service over a line not included in the final system can receive federal aid to continue operations via subsidy or to purchase and modernize the lines. Under these plans, federal assistance would provide 70 percent of the costs, with states contributing 30 percent.

The bill authorizes $90 million in each of two years for rail continuation subsidies. Half of the annual subsidy appropriation will be allocated to the states involved according to a formula based on miles of track, but no state will receive less than 3 percent of the total based on this formula and none can obtain more than 10 percent.

States would also be eligible to apply to the Secretary for aid to acquire and modernize nonprofitable track. If the Secretary approved, USRA would have to provide loans or loan guarantees to cover 70 percent of such costs. Lines purchased or modernized with this type of federal assistance would no longer be eligible for operating subsidies.

EMPLOYEES

The legislation gives CRC the right to reassign, reallocate and consolidate work to any location in the system so long as the work is not removed from coverage of collective bargaining.

Employees with more than five years' seniority who lose their jobs because of the reorganization would be eligible for full salaries of up to $30,000 until age 65. This includes both union and non-union employees, except top corporate officers.

If an employee under 60 with more than five years' seniority refused to accept a job for which he was qualified or chose to resign, he would receive severance pay up to a maximum of $20,000 depending on the last salary earned. Workers over 60 and those with less than five years' seniority would receive smaller separation and termination payments based on detailed formulas outlined in the legislation. USRA executives will have a salary limit of $60,000, but there will be no salary limit imposed on CRC executives.

Among the goals of the final system plan is establishment of improved fast passenger service in the Northeast Corridor between Boston and Washington.

Implementation of high-speed passenger service is to be completed within five years of enactment and there will be available up to $500 million in guaranteed loans to accomplish it.

Servo proposes aci label cleaning

There is a very good chance that something will be done this year about the problem of dirty automatic car identification labels. For one thing, Larry Cena, vice-president operations, Santa Fe, is heading up a top-level AAR committee to look into the problem and make recommendations about a solution. Included are operating, mechanical, signaling and communications officers of other roads. They should have some "clout" in getting the job done.

Servo offers a plan. A two-phase plan is proposed by Servo Corp. of America to ultimately bring aci label readability up to the 95+% level, say by 1976. Servo—the KarTrak aci manufacturer—proposes in phase 1 a crash program to manually clean aci labels next summer. The work will be done from April 1974 through September with multiple crews working around the clock. This will be a one-time cleaning process carried out at 15 major gateway hump yards. Servo proposes to do this on a cost-plus fixed fee contract, and pro-rated to individual railroads on a car ownership basis. Servo planned to present AAR with specific cost data in January 1974.

Phase 2 would consist of the installation, operation and maintenance of automatic label cleaning systems at major hump yards for a flat rate charge per car per year, with costs pro-rated to railroads to a car ownership basis. This proposal will be made by Servo to the AAR next month.

Phase 1 is expected to bring aci label readability from its present 80% average level to about 90%. For the automatic cleaning system usage, label readability is expected to reach the 95+% goal, probably after one year of operation. It is expected that 90% of the car fleet would be cleaned with automatic systems during their first year of operation, and that by the end of 1976, close to the entire car fleet would have been through a label cleaner.

Automatic cleaning too. The automatic aci label cleaning system would consist of four scanners—two on each side of a hump approach track positioned in approach to and beyond the automatic cleaner. Basically, the plan is to use a device that will spray a hot water-detergent mixture at the aci labels on the passing freight cars. The two aci scanners beyond the cleaner would provide quality control checks on the cleaning application. Readouts of before and after cleaning of labels could be fed to printout equipment in the local yard office, as well as to a central data processing unit for statistical usage.

System specifications include the following:

—Positive cleaning of dirty labels to make them readable.

—Cleaning to be accomplished while car is "in motion."

—No delay to train.

—No railroad personnel required for operation.

—No safety hazards.

—Full ecological approval.

—Compliance with all railroad, government and labor union requirements.

Some 24 cities have been tentatively proposed as suitable for gateway automatic label cleaning installations. High traffic densities have been a key reason for their selection.

The automatic cleaning systems would be installed beginning in mid-1975 and be completed by the end of that year.

Cost elements important. Cost elements in present rail operated label cleaning systems include rip track, crew time, materials cost, switch engine time and car per diem costs.

Cost elements in the proposed Servo system include a flat rate per car per year; no railroad capital investment; no railroad personnel required; and no railroad materials cost.

Tentative Label Cleaning Sites

Gateway City	Railroad
Moncton, NB	Canadian National, CP Rail
St. John, NB	Canadian National, CP Rail
North Bay, ONT	Canadian National, CP Rail
Capreol, ONT	Canadian National, CP Rail
Selkirk, NY	Penn Central
Buffalo, NY	Erie Lackawanna, Penn Central
Alexandria, VA	Richmond, Fredericksburg & Potomac
Jacksonville, FL	Seaboard Coast Line, Florida East Coast
New Orleans, LA	Southern
Houston, TX	Southern Pacific
Atlanta, GA	Southern
Memphis, TN	Illinois Central Gulf, Frisco
Cincinnati, OH	Penn Central
Detroit, MI	Detroit, Toledo & Ironton, Penn Central
Chicago, IL	Burlington Northern, Soo Line, Milwaukee Road Belt Ry of Chicago
Minneapolis, MN	Burlington, Northern
St. Louis, MO	Terminal RR of St. Louis
Kansas City, MO	Santa Fe
Lincoln, NE	Burlington Northern
North Platte, NE	Union Pacific
Winslow, AZ	Santa Fe
Barstow, CA	Santa Fe
Colton, CA	Southern Pacific
Roseville, GA	Southern Pacific
Portland, OR	Southern Pacific, Union Pacific
Pasco, WA	Burlington Northern

RS&I

This month we are beginning a department called RS&I which will contain the Rules, Standards and Instructions for Installation, Inspection, Maintenance and Repair of Automatic Block Signal Systems, Interlocking, Traffic Control Systems, Automatic Trainstop, Train Control and Cab Signal Systems, and Other Similar Appliances, Methods and Systems. This is material contained in the green booklet put out by the Federal Railroad Administration, published November 1969.

For the first few issues we shall be publishing, for the most part, rules governing inspections and tests.

Track Circuits

Sec. 236.51 Track circuit requirements.

Track relay shall be in deenergized position whenever any of the following conditions exist, and the track circuit of an automatic trainstop, train-control, or cab-signal system shall be deenergized in the rear of the point where any of the following conditions exist:

(a) When a rail is broken or a rail or switch-frog is removed except when a rail is broken or removed in the shunt fouling circuit of a turnout or crossover, provided, however, that shunt fouling circuit may not be used in a turnout through which permissible speed is greater than 45 miles per hour. It shall not be a violation of this requirement if a track circuit is energized: (1) When a break occurs between the end of a rail and track circuit connector; within the limits of rail-joint bond, appliance or other protective device, which provides a by-path for the electric current, or (2) as result of leakage current or foreign current in the rear of a point where a break occurs or a railroad is removed.

(b) When a train, locomotive, or car occupies any part of a track circuit, including fouling section of turnout except turnouts of hand-operated main track crossover. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease, or other foreign matter prevents effective shunting, except that where such conditions are known to exist adequate measures to safeguard train operation must be taken.

(c) Where switch shunting circuit is used:

(1) Switch point is not closed in normal position.

(2) A switch is not locked where facing-point lock with circuit controller is used.

(3) An independently operated fouling-point derail equipped with switch circuit controller is not in derailing position.

Sec. 236.52 Relayed cut-section.

Where relayed cut-section is used in territory where noncoded direct-current track circuits are in use the energy circuit to the adjoining track shall be open and the track circuit shunted when the track relay at such cut-section is in deenergized position.

Sec. 236.53 Track circuit feed at grade crossing.

At grade crossing with an electric railroad where foreign current is present, the electric energy for noncoded direct current track circuit shall feed away from the crossing.

Sec. 236.54 Minimum length of track circuit.

The length of any track circuit, except trap circuit or special circuit not used for control of signaling facilities, shall be greater than maximum inner wheel base of any locomotive or car.

Sec. 236.55 Dead section; maximum length.

Where dead section exceeds 35 feet, special circuit shall be installed. Where shortest outer wheel base of a locomotive operating over such dead section is less than 35 feet, the maximum length of the dead section shall not exceed the length of the outer wheel base of such locomotive unless special circuit is used.

Sec. 236.56 Shunting sensitivity.

Track circuit shall be so maintained that track relay will be in deenergized position if, when track circuit is dry, a shunt of 0.06 ohm resistance is connected across the track rails of the circuit, including fouling sections of turnouts.

To be continued

Servo

Total System Solutions for Tough Railroad Problems

What is a "system"?

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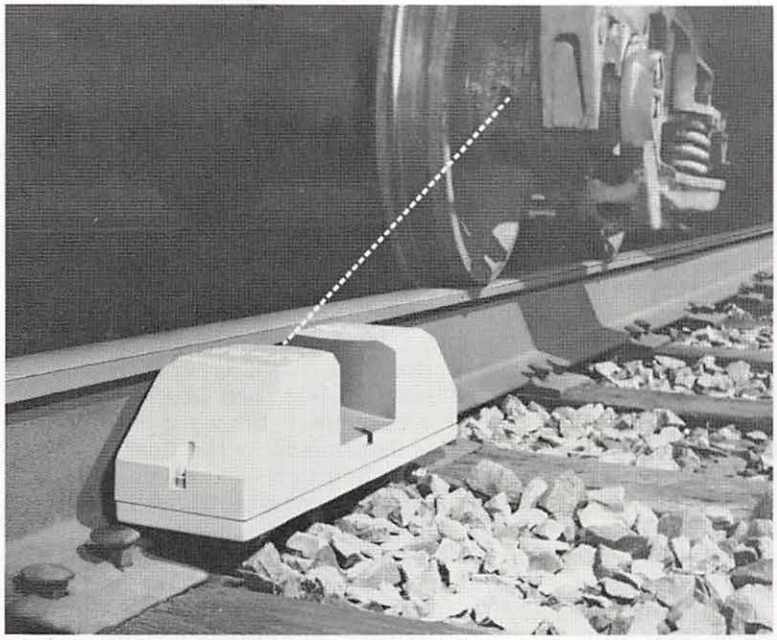

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MEMBER RPI

Personal Aids and News

Secretary-Treasurer R. T. Bates reports:

Disability Benefits Under the RRA

The Railroad Retirement Act provides annuities for employees before they reach retirement age if they become permanently disabled for all employment or for their regular railroad jobs. Such disability annuities are not reduced for early retirement. Early Medicare coverage, before age 65, is also available for some disability annuitants.

The questions about these benefits frequently asked of the U.S. Railroad Retirement Board, the Federal agency administering the railroad retirement program, are answered below.

1. I understand that there are two different types of railroad retirement employee disability annuities. What are they?

The first is an annuity which is based on *disability for all employment* (total disability) and payable at any age under 65 to employees with at least 10 years of railroad service. The second is an annuity based on *disability for the employee's regular occupation* (occupational disability) and is payable at any age if the employee has at least 20 years of service, or at 60 years of age or older if the employee has 10 or more years of service. The employee must also have a "current connection with the railroad industry" in order to qualify for an annuity based on occupational disability.

2. How do the standards for total and occupational disability differ?

An employee is considered to be totally disabled if medical evidence shows that he has a permanent physical or mental condition which prevents him from performing any regular work.

An employee is considered to be occupationally disabled if his physical or mental condition is such that he is permanently disabled for work in *his* regular occupation even though he may be able to perform other kinds of work. A condition is considered to be permanent if it has lasted or may be expected to last for at least 12 months.

3. What is meant by a "current connection with the railroad industry"?

An employee has a "current connection with the railroad industry" if he works for a railroad in at least 12 out of the last 30 months before his annuity begins. If he does not have 12 months of service within this last 30-month period, an earlier 30-month period may be used if the employee had no regular nonrailroad employment in the meantime. Self-employement does not break a current connection.

4. Must an employee be medically disqualified by his employer to qualify for an occupational disability annuity?

No. It is not necessary that he be formally disqualified by his employer in order to be considered occupationally disabled. If the employee meets the age and service requirements, the Board will examine the medical evidence and arange for a special examination, if necessary, to determine whether he meets the disability standards for his regular occupation.

5. May an individual continue to receive his disability annuity even if he does some work after it begins?

The answer to this question depends on the type of annuity he is receiving and the kind of work he does. If he is receiving an occupational disability annuity, then his annuity will not be paid for any months he works for a railroad or for his last nonrailroad employer. Also, until the time he would qualify for an unreduced age and service annuity, his disability annuity is not payable for any month in which he earns more than $200 in employment for hire or in self-employment, but the withheld payments will be restored if his annual earnings are less than $2,500. If he earns $2,500 or more in any year, he loses one month's annuity for each $200 he earned over $2,400, counting the last $100 or more as $200. However, he will not lose his annuity for any month in which he earns $200 or less. He may also be assessed certain deductions as a penalty for failing to make timely reports of his earnings. Sometimes his earnings may raise a question about recovery from his disability even if they amount to less than $2,500 a year. For example, if the work performed is determined by the Board to be similar to his previous occupation, his annuity may be stopped.

If he is receiving an annuity based on total disability, there are additional restrictions. In that case, work in nine months, whether or not consecutive, will usually be sufficient to show that the individual is able to do some work. If so, his annuity may be terminated or reduced.

6. If an employee qualifies for a disability annuity, will he also be entitled to Medicare coverage before age 65?

No, not necessarily. The Medicare provisions require that he be *totally* disabled. However, the fact that an employee is receiving an occupational disability annuity from the Board will not preclude him from such coverage if he is, in fact, totally disabled. To qualify for pre-65 Medicare coverage he must also meet certain earnings requirements by having worked in at least 20 of the last 40 calendar quarters before becoming totally disabled.

7. If an annuitant meets the dis-

ability requirements for Medicare coverage, when can such coverage begin?

It starts after the beneficiary has been totally disabled for at least 29 consecutive months (30 months if the disability started July 1972 or earlier) and was eligible for a total disability annuity for at least the 24 months in that period. Therefore, if an individual's railroad retirement annuity begins the first month he is disabled, he will not be eligible for Medicare coverage until at least the twenty-ninth month later, except that, if an annuitant reaches age 65 sooner, his Medicare coverage would start then.

8. Could the disabled child of a non-disabled retired employee qualify for early Medicare coverage?

If the child is dependent and first became totally disabled before age 22, it is possible that he may be eligible for early Medicare coverage. However, such coverage could not begin until the child has been totally disabled for 24 consecutive months after attaining age 18.

9. Can an employee suffering from chronic kidney disease, who can still be gainfully employed, qualify for pre-65 Medicare coverage even though he does not receive a disability annuity?

Yes he may, if his condition is chronic and requires dialysis (kidney machine) treatment or transplant, and he meets certain minimum earnings requirements. The wife or dependent child of a railroad worker may also qualify on the basis of chronic kidney disease.

10. Are railroad retirement disability annuities and early Medicare coverage also available to the survivors of deceased employees?

The widows and children of insured employees are provided annuities for total disability. Such annuities are payable to widows at least age 50, and children age 18 and older who incurred their disability before age 22.

Early Medicare coverage is also available, after benefits have been paid for 24 months and certain other requirements are met.

Widows age 50 or over who are totally disabled, but have not previously filed a claim for disability because they are receiving survivor benefits on the basis of caring for minor or disabled children, may also be eligible for early Medicare coverage. Such widows should contact the nearest Board office in this regard.

Washington Report

By R. E. Porter

Much of the nation's economy is being hard-hit by the energy crunch, but the railroads and some other forms of mass transport may benefit from the crisis. At least such were the indications at this writing.

Already, Amtrak has received a rush of new business. Trains were packed during the Thanksgiving holiday period, and numerous Amtrak trains were booked solid for the Christmas-New Year travel season. On many trains, there was standing room only, including the Metroliners which hitherto carried no standees.

Also, Amtrak agents in nearly all parts of the country reported that train after train was "sold out." Amtrak officials estimated that passengers carried in 1973 totalled 17.5 million, a million more than in 1972. Also, they voiced confidence that this passenger boom will continue into 1974, bringing a tingle of new dollars to the deficit operation.

There were signs, too, of shifts of freight from gas-guzzling trucks and airlines to trains. For instance, the U. S. Postal Service reported that "more mail is moving by rail than at any time in years," primarily because of cancellation of many mail-hauling airline flights due to the fuel shortage and because of the heavy gas consumption by trucks carrying mail.

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ATTENTION!

Brotherhood of Railroad Signalmen

All Locals and all Members located in Illinois, Iowa, Minnesota, Missouri, Nebraska, South Dakota & Wisconsin

A joint meeting for all locals located in the above states will be held on Saturday, April 6, 1974 at the Savery Hotel in Des Moines, Iowa. All members are invited.

President Charles J. Chamberlain, Secretary-Treasurer R. Thomas Bates and other Grand Lodge officers who are available will be present. Representatives from Travelers Insurance Co., Provident Life & Accident Insurance Co., and the Railroad Retirement Board will attend this meeting.

Attorneys Henslee, Monek & Henslee of Chicago; and Rerat, Crill, Foley & Boursier of Minneapolis will sponsor a social hour and luncheon for all members present.

All locals that hold regular meetings or have chief signalmen residing in Iowa will be notified by mail. All locals that have Local Lodge officers interested in attending are requested to contact W. D. Best, research director, BofRS, 601 W. Golf Rd., Mt. Prospect, IL 60056.

Des Moines, Iowa is on Interstate Highways 35 and 80, centrally located in the state.

Further information will be in the March 1974 issue of THE SIGNALMAN'S JOURNAL.

Washington Report

(Continued from page 19)

Also, REA Express revealed that it has begun shifting some of its over-the-road trailers to railroad flatcars, so as to reduce fuel utilization. Other companies have indicated they're planning similar switches.

Equally significant, the bankrupt railroads in the Northeast, headed by the Massive Penn Central, appear assured of a better break from Congress and even the Administration because of the new-apparent need to preserve rather than abandon money-losing railroad lines

This was exemplified in the way the Senate Commerce Committee expanded the legislation for restructuring the Northeast railroads beyond what the House previously voted. At the same time, the Administration talked less vehemently about vetoing the legislation, and even expressed a willingness to go along with more federal aid for the bankrupt lines than had hitherto seemed possible.

Of particular interest to rail workers is the fact that the Senate bill retains the labor protective provisions of the House measure. An Administration effort, led by Sen. J. Glenn Beall (R., Md.), to slash those provisions failed in the committee by a party-line vote. Ten Democrats on the committee voted against a Beall amendment to weaken the protective provisions, while six Republicans voted for it. All rail unions jointly fought the Beall amendment, and they were backed by the carriers.

As heretofore reported, these provisions would insure that employes with five years of service, who are adversely affected by the restructuring, would be guaranteed jobs or full pay to the age of 65, unless in the meantime they die, resign, retire or are dismissed for cause.

In turn, the restructured "core" system would have broad freedom to shift workers around the system, and those who reject transfer would lose the portection to age 65, but would receive severance pay equal to their years of service. Employes with less than five years of service, who are displaced, would also receive severance equal to their service.

Numerous other protective provisions are contained in the bill, and the costs would be financed by the federal government up to a limit of $250 million. In view of the likelihood that the "core" system may be larger than orginally contemplated because of the need for trains during the energy crisis, fewer workers may be displaced and the cost of the labor protection may fall considerably below $250 million, some experts say.

The Beall amendment would have included only skeleton language relating to employe protection, leaving the actual provisions to be negotiated later with the ultimate "core" system corporation. Also, it would have limited the protection to six years, and gutted the safeguards in other ways. A joint drive by the Congress of Railway Unions and the Railway Labor Executives' Association helped kill the Beall amendment.

The rail restructuring legislation, as formulated by the Senate committee, contains other provisions going beyond the previously-passed House measure. These are among the changes:

- Railroads generally, not only in the Northeast, would be helped to acquire new freight cars and ease car shortages by a $2 billion program of government-guaranteed loans.
- High-speed passenger service in the Northeast corridor between Washington, New York and Boston would be spurred. Amtrak or a new regional authority would be empowered to acquire the corridor for faster passenger runs, with the aid of federal loans.
- Up to $200 million in federal subsidies would be provided to states and localities to keep in operation branch lines that many otherwise be abandoned by the "core" system. The state or local units would pay 25% of the cost, the federal government 75%. This is more liberal than a comparable House provision.
- Interim aid of $288 million would be provided to the bankrupt lines to keep trains running during the estimated two-year period of reorganization. This is substantially more than the $85 million contained in the House bill.
- The final restructuring plans would go back to Congress for approval, or rejection. This clause was pressed by Sen. Vance Hartke (D., Ind.), chairman of the Senate Surface Transportation subcommittee.

At this writing, House and Senate conferees were still trying to reconcile differences in the two measures for final action by the two chambers. Whether President Nixon would then veto or sign the agreed-upon draft remained uncertain. Some congressional leaders voiced confidence that a veto could be overriden.

Meanwhile, many newspapers are carrying articles urging a greater effort to shift passengers and freight to the railroads, which utilize considerably less fuel than other forms of energy-powered transportation.

For example, the New York Times declared that "railroads must be restored to full status, especially as freight carriers; for low consumption of energy a freight train is vastly more efficient than such insatiable devourers of oil as the truck and airplane."

Prof. Barry Commoner of Washington University in St. Louis, a leading scientist and transportation authority, wrote a lengthy article for Harper's Magazine spelling out the economy of railroads in fuel consumption and urging an all-out federal effort to "rebuild enormously the railroad system of the United States." Also, he assailed proposals to slash the Penn Central system at a time when railroads will be needed more than ever.

Former Interior Secretary Stewart Udall, writing in the Washington (D.C.) Star-News, urged a 10-cents per gallon federal gas tax, which would go into a special emergency transportation fund.

ATTENTION!

We are seeking good copies of the September issue of THE SIGNALMAN'S JOURNAL (red covers with convention pictures) in good condition. If you can send us a copy we will send you a BofRS Emblem lapel pin. We need about 20 copies. You can cut out the name and address below and paste or Scotch tape it to the envelope in which you send your Sept., 1973 SJ.

Robert W. McKnight,

Editor and Manager

THE SIGNALMAN'S JOURNAL

601 West Golf Road

Mt. Prospect, IL 60056

Outlook is for increased living costs

By Sidney Margolius

From all signs, working families will have to anticipate nearly as much increase in living costs in 1974 as in 1973—perhaps 6% more on top of the harsh jump of 7½% this past year.

Food bills, of course, will be a continuing problem. Meat prices have come down somewhat from last summer's steep levels but food prices in general are up an awesome 20% in the past 12 months and are still rising. They will continue to rise this year. Meat is still in relatively short supply and will go up again this summer.

But the even tougher problem for moderate-income families in 1974 will be housing costs, especially for younger families seeking homes or who recently bought them. The price of the average new house went up an incredible $5,000 just in 12 months. The average new house on sale this winter carries a $33,000 tag. Even though mortgage money has become available recently, the average production worker currently is earning about $7,500 a year before taxes, and usually could afford to pay no more than $18,000 for a house. In other words, he could afford to buy about half a house at present costs.

For homeowners who already have houses, the big problems currently are property taxes and fuel costs. Property taxes have gone up 53% since 1967. Fuel oil—even though no real shortage seems to have developed in most areas—has gone up 40% to as much as 80% in some places.

At least so far, renters have fared better than homeowners. Homeowners costs went up about 7% last year compared to 4% for rents on a national basis.

Other expenses that will require special attention in 1974 include:

TRANSPORTATION COSTS: These now usually are the third biggest expense for car-owning families. Largest item is depreciation. A car loses about 29% of its current value each year. One that costs $3,000 new would have a market value of about $2,150 at the end of the first year, $1,500 at the end of the second, and so on.

It is not true that repairs on an older car cost more than buying a new car. Repair expenses go up each year but not usually more than "depreciation" decreases.

Car owners in general already have made a beginning step toward cutting gas consumption this year, mostly by reducing use, driving more conservatively, and trying to keep cars in better condition. Service still costs less than gas, AAA surveys show.

MEDICAL COSTS: After some restraint in 1972 and early 1973, medical costs have begun to rise again now that price controls have been loosened. Until there is some national effort to reduce costs of delivering medical care, as through further development of "health maintenance organizations," the

(Please turn to page 22)

To all BofRS Members and Their Families

KEY POLITICAL GOAL FOR 1974: ELECTING A VETO-PROOF CONGRESS

No single act any of us can perform in 1974 will be more important than the vote we cast next November. That vote—your vote and those of millions of other Americans—could free all of us from the threat and the actuality of the Nixon veto.

The Nixon veto in the past few years has become a bludgeon wielded against the best interests of the average American. The President has used it to strike down one important piece of pro-people legislation after another.

Only our votes can remove the bludgeon from Nixon's hands by electing a veto-proof Congress with enough strength to over-ride presidential vetoes.

The fact is that each of us is a veto-victim. All working people, and members of their families, are —as are all other ordinary Americans. Only the wealthy and powerful, and the big businesses and industries, are not.

The working poor were victimized by the Nixon veto of minimum wage legislation (he became the first President ever to veto a minimum wage increase). Children and their working mothers were victimized by Nixon's veto of day care legislation, millions of school children by vetoes of education bills. The elderly were short-changed by his veto of the Older Americans Act, the sick and the accident victim by his veto of emergency medical services. The unemployed and under-employed were victimized by vetoes of manpower legislation and accelerated public works, which would have created nearly a half-million jobs at a time of high unemployment.

Apart from the legislation already vetoed, this powerful presidential weapon holds every single piece of social welfare legislation hostage. Congress often is reluctant to do what it knows is right because it fears its work will be undone by a veto. Frequently, Congress deliberately enacts a weak bill because it knows a strong one will be vetoed.

To over-ride a veto requires two-thirds of those present and voting in the U.S. House and Senate. Working people don't have enough friends in Congress to cancel out presidential vetoes—not yet, anyway. We can come close—about 20 votes short on the vote to over-ride the minimum wage veto, and only five short on the emergency medical services veto—but close doesn't earn any awards. You need enough to win.

And that is the challenge of 1974: To elect enough new Senators and Representatives to win the coming fights to over-ride presidential vetoes.

Every one can help in 1974:

—With his or her vote.

—By talking up and voting for candidates endorsed by the AFL-CIO and the Railway Labor Executives' Association

—And by contributing $2 to the Signalman's Political League so it can help pro-worker candidates get elected.

So, if anyone needs a slogan for 1974, let it be: Register—Vote—Give $2 to the Signalman's Political League.

Send your $2 to R. T. Bates, Secretary-Treasurer, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056. In return you'll receive your 1974 SPL membership card.

HELP ELECT A VETO-PROOF CONGRESS.

Sidney Margolius

(Continued from page 21)

only effective defense is to seek the most complete insurance. This means buying not necessarily the cheapest insurance but the most comprehensive—and buying it on a group basis through an employer, union, co-op or other community organization.

Blue Cross, for example pays all or most of the bill; not merely a limited amount per day. Group health cooperatives in some cities provide comprehensive care directly though their own medical centers and staffs.

CREDIT COSTS: Finance charges and interest on loans are higher going into 1974. Charges on revolving charge accounts, and credit-card and installment plans usually are 18-20% per annum, although less for new cars (12-13%) and for personal loans at credit unions.

Should you prepay your mortgage ahead of time? Probably not if the rate is under 7.5% since you can get that much in long-term bank accounts and certificates, and even 6% now on E bonds.

Free travel guide

Taking a trip? Going on vacation?

You can get a free travel guide entitled "SEE AMERICA IN STYLE" that is chock full of scores of hints that will add enjoyment to your trip and diminish the inevitable headaches.

It runs 12 pages, is beautifully illustrated, fits easily into any glove compartment or pocket and subtly supports the trade union movement's slogan: "Buy Union Made American Products."

Up-to-the-minute wardrobe suggestions from a fashion specialist with extensive travel experience and a check list of travel needs in condensed form are valuable features.

The booklet comes at a time when the wave of interest in things American starts reaching full tide as the 200th Anniversary of the founding of our country approaches. For your free copy write: Union Label Department, 22 West 38th Street, New York, N.Y. 10018.

RAILROAD RETIREMENT BOARD

Scheduled Informational Conferences

	MARCH	
Friday March 8	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**KANSAS CITY, MISSOURI** Federal Building Room 148A 601 East 12th Street
Wednesday March 13	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**NEW YORK, NEW YORK** Federal Building Conference Room 305A 26 Federal Plaza
Thursday March 21	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**HARRISBURG, PA.** Nationwide Inn 522 Front Street
Friday March 22	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**PITTSBURGH, PA.** Federal Building Room 2214
	APRIL	
Tuesday April 9	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**NEWARK, NEW JERSEY** Veterans Administration Regional Office Building 4th Floor Training Room 20 Washington Place
Friday April 19	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**PORTLAND, OREGON** Holiday Inn 10 North Weidler
Monday April 22	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**RENTON, WASHINGTON** Sheraton-Renton Inn 800 Rainier Avenue South (Rainier Exit off Interstate 405)
	MAY	
Friday May 10	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**SPOKANE, WASHINGTON** Holiday Inn 4212 Sunset Boulevard
Friday May 10	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**PITTSBURGH, PA.** Federal Building Room 2214
Wednesday May 15	(Registration 8:15 a.m.) 8:30 a.m. - 4:00 p.m.	**NEW YORK, NEW YORK** Federal Building Conference Room 305A 26 Federal Plaza

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

Aurora, CO 80010
John J. Rossi, Morrisard & Rossi, 1901 Peoria St., Suite 202
Tel. (303) 364-9369

Baltimore, MD 21202
Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, NJ 07621
Charles J. Tyne, 104 North Washington Ave.
Tel. (201) 384-9433

Birmingham, AL 35203
Rives, Peterson, Pettus, Conway & Burge, 800 First National-Southern Natural Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

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Francis H. Farrell, Suite 701, Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

Chicago, IL 60602
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Tel. (312) 782-5925

Cleveland, OH 44114
Howard M. Metzenbaum, Metzenbaum, Gaines, Finley and Stern Co., 1700 Investment Plaza, 1801 East 9th St.
Tel. (216) 696-4666

Denver, CO 80202
Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-2603

Denver, CO 80030
Ratner, Mattox, Ratner, Ratner & Barnes, 3090 West 72nd Ave., Westminster
Tel. (303) 427-1414

Fort Worth, TX 76102
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Tel. (817) 335-9377

Houston, TX 77002
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Tel. (713) 233-4466

Indianapolis, IN 46204
Edward J. Erpelding, 111 Monument Circle, Suite 550
Tel. (317) 638-7771

Kansas City, MO 64105
Norman R. Jones, Suite 1420, Commerce Tower, 911 Main St.
Tel. (816) 421-5411

Kansas City, KS 66101
Ratner, Mattox, Ratner, Ratner & Barnes, 804 Huron Bldg.
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Clifton Hildebrand, 205 South Broadway, Suite 400
Tel. (213) 629-2214

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Bodle, Fogel, Julber, Reinhardt and Rothschild, 5900 Wilshire Blvd., Suite 2600
Tel. (213) 937-6250

Miami, FL 33130
Hastings, Elias & Goldman, 315 Biscayne Bldg., 19 West Flagler St.
Tel. (305) 377-9481

Minneapolis, MN 55402
Rerat, Crill, Foley & Boursier, 656 IDS Center, 80 South Eighth St.
Tel. (612) 339-9231

New York, NY 10017
Elkind, Lampson & Sable 122 East 42nd Street
Tel. (212) 986-4921

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Evans, Ivory & Evans, 711 Frick Bldg.
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Tel. (315) 422-0303

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John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

N&W to spend $101 million on '74 improvements

Norfolk Western has budgeted $101 million for capital improvements over the next 12 months—an increase of 58% over the estimated $64 million expended during 1973.

John P. Fishwick, NW's president and chief executive officer, said the railroad again will concentrate capital spending on improvements in roadway property. The Norfolk and Western, he observed, expects more business as a result of the energy crisis and the outlays for both road and equipment are designed to improve its services.

In the last five years, nearly 1,200 miles of welded rail in sections up to 1,400 ft long have been installed over the company's 14-state system. The upgrading of the roadbed will continue next year when more than 200 miles of worn rail will be replaced. During the next 12 months nearly one million ties will be inserted and more than 2,200 miles of track will be cleaned and ballasted.

About 100 miles of traffic control was installed this year with another 200 miles expected to become operational during 1974.

In the equipment area, N&W will purchase 20 diesel locomotives, acquire 1,748 new freight cars of various types and rebuild 1,500 boxcars. The new freight car total includes 480 covered hopper and 500 gondola cars that will be constructed in the company's Roanoke shops. During 1973, N&W acquired 11 diesel locomotives, 1,525 freight cars, 313 multi-level racks and 500 trailers.

In order to improve the maintenance of its equipment, N&W will build a system air brake shop at Lamberts Point, Va., a locomotive truck repair facility at Decatur, Ill., a car repair installation at Roanoke, and a system wheel shop at Portsmouth, O. Construction will begin early next year on these facilities.

Design of a $13 million communications network, including a 2,400-mile microwave system, was started this year. Construction of the section between N&W's Roanoke headquarters and regional offices in Cleveland will begin next fall. When completed in 1976, the facility will provide a closer link between operating personnel and the company's expanding computer system.

The railroad completed in 1973 the second year of a five-year program to computerize the distribution of merchandise freight cars and to improve utilization of equipment. The installation of automatic car identification scanners at Decatur, Ill., and Bellevue, O., yards and the addition of nine run-through trains per day aided in this performance.

Inaugurated during the year were an intermodal terminal container system in Chicago, a system-wide mini-land bridge container and control system, and a service measurement system for N&W sales personnel. A computer based shop performance system is being developed to provide information to evaluate shop productivity and maintenance costs for each category of car by repair point.

Computer programs have been implemented that are designed to furnish automatically to various yards and terminal disposition of empty merchandise freight cars in accordance with built-in car directives and rules.

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News from Canada

Non-Ops present their case

Editor's Note: The following is the Non-Operating Railway Unions final submission presented on their behalf by Mr. Maurice Wright, Q.C. before Arbitrator Honourable Emmett M. Hall, Q.C. in Ottawa on October 19, 1973. This was the conclusion of five weeks of presentations by the Non-Operating Railway Unions Negotiating Committee before the Arbitrator.

We shall publish the major decisions of Arbitrator Hall in the March issue. Previous coverage was published in the November issue, pages 274-275, and in December, pages 299-303.

THE ARBITRATOR: Do you know how many employees are involved in this?

MR. WRIGHT: I am told that there are about 3,000 altogether on B.C. Railway. I am told there are about 900 Maintenance of Way employees affected by this agreement.

What happened in B.C. was that the employees there said, "We will have no part of what is going on in eastern Canada, in terms of the Railway negotiations."

Mr. Arbitrator, I am not saying this is good, and I am not saying it is bad: I am simply reporting this to you as a fact of life.

One of the times that the Railways brought before you was the matter of ability to pay. That was a red herring. I put my position before you in a prepared statement. It is my submission that this is not within your jurisdiction; that you can no more consider the problem of the plight of the Railways than you can the cost of diesel oil. Reading the newspapers last night, I noticed that the Railways are now giving considerations to alternative methods of energy because of the cost of diesel oil. So, these are matters you cannot possibly get involved in. And even when they put the question of ability to pay, they put it on the basis of the ability of Canadian Pacific Railway to pay, not the parent company. I thought we were dealing with the Canadian Pacific Railway Company, so if we are to get involved in ability to pay, it is Canadian Pacific Railway Company we are to deal with and not CP Rail.

I submit that this is extraneous, it is irrelevant, and has nothing whatever to do with these proceedings, because, if we are going to get into that kind of thing, then I would like to know all the acreage and all the rest of it that CPR got in return in the 1880 agreement, and what they have done in terms of their covenants that were made at that time for providing train and passenger service to Canada, and so on and so on—and there is no end to it.

The case, obviously, is one which must be decided on its merits; and the merits, I submit, are dictated by the logic of the case which has been placed before you.

THE BILL IS HIGH

I admit that the bill is high. We do not have to be reminded by the railways that the bill is high. There is a dichotomy there because we are all going to help to pay part of this bill, somehow or another, because Canadian National Railways is a public corporation. The Canadian National Railways Act provides that all of the shares of Canadian National Railways are beneficially held by Her Majesty the Queen in right of Canada.

Obviously, there is no point in getting into the question of ability to pay of Canadian National for the reasons I have already given to you. I have talked about the spin-off, the bankrupt companies which were merged, and so on.

Your powers, under the legislation, in terms of wages are not confined, surely, only to cost of living.

Section 16(3)(d) says that you:

"shall in respect of wages, specifically provide for the adjustment of wages to any increase or increases in the cost of living where the arbitrator is satisfied that such adjustment has not been previously or adequately provided."

Surely, this cannot possibly be construed to mean that your authority is limited only to dealing with the cost of living, with the inflation. It was natural that Parliament, confronted with this horrible situation, at the height of inflation, at the end of August, should direct itself to this particular problem, and should say, in effect, that one of the things that the Arbitrator shall do—and they used the word "shall," making it mandatory—is to protect the employees against the inflationary impact.

Surely, this cannot mean, and I think it would be absurd to argue, that all Parliament intended was that was all that would be safeguarded, without going into the merits of the situation to determine whether or not the base upon which the cost of living is to be applied is, in itself, a fair one.

I do not propose to review the figures. They are before you. They cover the three aspects of the situation: first, the catch-up factor; secondly, the productivity factor; and, thirdly, the cost-of-living factor.

So much has been said about it by people who are better qualified than I, in terms of technical expertise, that there is nothing that I can usefully add to this discussion.

It is up to you to decide, really, which standard of comparison you think is the most fitting. We have learned things in the course of these proceedings. It would be terrible to think that we came in here with the preconceived view that we have learned nothing, and leave this room with the same views we had when we walked in. It would be a pretty sorry state of affairs.

I may be criticized later for saying this, but it seems to me that one of the criteria you might take into account very seriously is the durable goods standard. There is no magic to the standard. It is one which, in truth, has been used by both sides, and it has been used and discarded by both sides; and, possibly, it was a case of both sides, at different points in time over a 25-year period, trying to get some sort of advantage. Let us put it at that low or that high or, possibly, realistic level, but it is a fact that when you do take the durable goods standard, and if you do find

The catch-up factor is important in determining what is a fair wage

that this is the relevant form, I ask you to take into account that you must take it, subject to all of its frailties. The lady is not perfect, and she has certain frailties.

There is the mix of sexes, the male and female mix; the age mix and all the other things that Mr. Ascah spoke to you about in detail this morning.

On that basis, as we say, the logic of it would lead you to the inescapable conclusion that there is a catch-up of 23.1 cents.

How you seek to apply it is a matter which is within your exclusive jurisdiction. Whether you seek to apply it at one time one year, or in two years, is a matter which is within your exclusive authority. But I ask you, sir, in your award, to recognize the importance of the principle that we have attempted to advance before you—the importance of the principle of the catch-up factor, because I am convinced that this is the largest single irritant which has crept into the relationship between the Railways and the Unions in settling what is a fair wage.

If that is not recognized, then the inequities of the past will be carried on into the future. I ask you, sir, to direct yourself to that as a matter of principle. I like to think that what we have given you is sound.

We have filed several exhibits, and it is capsulized again in Exhibit No. 123, the increase in the national productivity and the increase in the cost of living. They are reflected for both years of the agreement.

Having said that, I do not think there is anything more that I can usefully add to the subject of the wage demand.

There has been a second matter that was raised by the Unions, and that was the Job Security Plan.

Here, Parliament, in describing your duties, said that the Arbitrator:

> "shall closely examine the job security demands of the Unions and fully explore the feasibility of a job security plan based on the principle of attrition; . . ."

I see some significance in, of all things, the word, the article "a". Normally I have not too much patience with technical arguments, but I think there is some significance to it here. You are to do two things:

> ". . . closely examine the job security demands of the Unions. . ."

—that is one part of it—

> ". . . and fully explore the feasibility of a job security plan based on the principle of attrition; . . ."

To me, this means that, firstly, you are to examine into what we dish up in these proceedings. This is not to say that you accept or reject, in toto, what we have proffered to you.

When Parliament said that you are to "fully explore the feasibility of a job security plan," to me it means that you have the right to deal not only with the Unions' plan, but also to explore the feasibility of such a plan as you may consider to be desirable, and that the plan should be based on the principles of attrition.

JOB SECURITY PLAN

When these hearings began, I made an opening statement, which I reread last night. In that statement I must say that I was very critical of the Railways because of the nature of their response to the Job Security Plan before the Munroe Conciliation Board. I said at that time that their response was steeped in cynicism—that is the word I used, "cynicism."

To the Munroe Conciliation Board they conjured up visions of men lying about railway terminals and being paid to spend their lives in idleness. The proceedings are available; you can see for yourself whether I am exaggerating.

I ask you, sir, to compare that attitude, as portrayed before the Munroe Board, with what has taken place in these proceedings.

By the same token, I submit our own conduct to the same type of analysis.

On our side, we produced the Job Security Plan. I do not say it is the last word; I do not say it is a model of perfection; but we thought about it, we thought about it carefully and for many days. It was not something that was put before you without any thinking.

In the process of these hearings, we made concessions. To some it may not seem like much of a concession, but we raised the floor from two years to four years. We made refinements in the plan as the proceedings continued. We stated clearly that we are ready to explore—and I like that word, "explore," because I do think we are exploring—to find out what this is all about, and to try to come up with something that we think makes good sense, from the Railways' point of view as well as from the employees' point of view.

The Railways exemplified their attitude at the outset by attaching certain descriptions which they gave about our plan. These are their words; they are not mine. First, they called it "an impossible dream." I do not want to become maudlin about it, but don't the Railways even dare to dream? What is wrong with dreaming? What is wrong with having an impossible dream, even, at times?

I think it is significant that Parliament said that you "shall explore"—"explore"—see if you can discover something. Don't just sit back and say, "Oh, it is just an impossible dream!" I am not saying this to you, Mr. Arbitrator, but this is what the Railways have done. They are just constantly criticizing us for being starry-eyed and dreaming these impossible dreams. And then they got down to some real choice descriptions. I thought they were some choice malapropisms.

First they said that we were romping on feather beds and frolicking on uncharted seas. If I may, sir, I think they might have been a little more titillating had they reversed some of these verbs, but enough of that.

Maybe we have not dotted every "i" and crossed every "t": but the "i's" and the "t's" are there, and maybe they have to be dotted and maybe they have to be crossed. Where this has not been done, the Railways were very eager to rush in and point this out to you.

What about the Railways? Are the Unions the only ones who have to assist in this exploration process —that is, the Unions and you as the Arbitrator? Don't they participate in this process at all? Surely, they must or ought to feel some sense of obligation.

I was interested in that early in the hearings there was some reference to the Freedman Report on the run-through situation. To listen to the Railways tell about it, one

would think they were responsible for the Freedman inquiry, especially Canadian Pacific. We cannot just distort history to the point where black becomes white and white becomes black.

The run-through inquiry resulted—and the reason I am mentioning it is that you, sir, said at one point that philosophically the issue of job security seems to be in some respect a continuation of the Freedman inquiry. I understood you to mean by that that in the philosophical sense it involves a study into the impact of change on employees and of not only the economic but the sociological impact.

RUN-THROUGH INQUIRY

The run-through inquiry resulted from a decision by Canadian National to run through Nakina and Wainwright. I will only take a minute on this, because I want to get the thing into some sort of context. They did this, and this is all in the Freedman Report, without any regard or without any serious regard to the consequences, either to the Railway employees or the municipalities in which these people lived.

Evidence was adduced before the Freedman Inquiry that the town of Nakina and the town of Biggar had important municipal indebtedness. One of them had assumed a serious municipal load only about three weeks before the run-through was advertised, and they could not possibly repay these obligations because these places were going to become ghost towns. Certainly, in the case of Nakina, there was no justification for Nakina existing except as a railway town. This is why it was started.

No consideration was given to the communities that were involved, the impact on the communities of Nakina and Biggar. No consideration was given to the ripple effects on other businesses, doctors, yes, lawyers, dentists, retailers, movie houses—all these things that make up a community.

The Running Trade Unions knew that the technique of run-through had also been adopted by CP Rail.

This is a view which was upheld or shared by Mr. Justice Freedman.

The Unions were, therefore, extremely eager to make sure that Canadian Pacific would participate in the proceedings. As a result, Canadian Pacific was invited to attend, and one paragraph at the beginning of the Freedman Report will tell you what the attitude of Canadian Pacific was.

At page 2, it says the following—and this is Mr. Justice Freedman in his report:

"It will be observed that the Inquiry was concerned with the Canadian National Railways. At the very first sitting of the Commission a request was made by counsel for the Brotherhoods that the Canadian Pacific Railway should be brought into the proceedings. The Commission accordingly extended an invitation to the C.P.R. to participate."

Specifically, if I may interrupt the reading of this, Mr. Justice Freedman wrote a letter to Mr. Ian Sinclair, the President of Canadian Pacific, inviting him to participate.

I continue: "That company, after consideration, reached the conclusion that the terms of reference of the Commission, as set out in the appointment, did not extend to or include the Canadian Pacific Railway. It accordingly did not accept the invitation to participate."

The run-through inquiry and the issue of job security do have one thing in common, and that is the social and the sociological as well as the economic impact of railway decisions upon their employees.

There is great similarity, I regret to say, in the attitude which prevailed at the time that the run-through was being considered, and, now, when a job security plan is being considered. It is a stand-off attitude which says, "It can't be done; it's too difficult. There are too many problems standing in the way. It is an impossible dream."—and all the other things. I do not think you got any real help from the Railways at all. You were told only about the difficulties that stand in the way.

The Railways have levelled much of their criticism at the feasibility of the Unions' plan because of the present seniority arrangements. Several aspects of the problem must be kept clearly in mind, and I would like to discuss these briefly.

I would like to say, sir, that on this side I was confronted with a problem a couple of days ago. One of the Unions became so upset at the idea that the Unions seemed to be the only ones who are responsible for this, that there are hopeless problems. They felt the Railways had presented a picture to you which was intended to lead you to arrive at the conclusion that the parties were all snarled up with seniority walls that had been carefully constructed by the Unions.

The Unions are very irate at this suggestion. One of them was extremely anxious to have me file with you the seniority agreements that presently exist, to show what the situation is, to show that they have wanted to liberalize some of these and change some of these seniority arrangements. Firstly, some, generally speaking, are pretty good and would present no problem at all in terms of job security plans; and, in other cases, they tried to get an easing of some of these problems where they do exist, and the Railways refused.

I then decided that I could not put in material as regards one organization unless I put in material as regards all of the organizations. Otherwise, it would be considered as being selective.

I say that there are several aspects of the seniority problem that must be kept clearly in mind.

The present seniority groupings have not—and I repeat, have not been created by the Unions unilaterally. They are the result of bilateral agreements in every case. They are bilateral agreements between the Unions and the Railways.

In most cases, seniority agreements at the present time are quite adequate for the purpose of a job security plan. In many cases they cover entire regions. There are four in this country for the Railways. In some cases these seniority groupings cover half of the country, east and west of Thunder Bay.

There are many instances in which the Unions have requested the Railways to broaden the seniority coverage, but the Railways have refused. In one case one of the Railways has had such a request before it for at least ten years.

In some cases, CP Rail has regional seniority; but Canadian National, for the same classifications of employees, are only on an area basis.

In other cases the situation is reversed as between CN and CP.

Seniority groupings are from agreements between the unions and the railways

The answer does not lie merely in saying that there should be regional seniority, because that is not the problem at all. Each situation has to be looked at separately, to deal with the situations that are peculiar to each individual seniority grouping.

Mr. Arbitrator, anomalies may exist, but both the Railways and the Unions must share the responsibility.

Now, another reason that I was reluctant to get into a discussion of seniority groupings before you was that we would find ourselves inevitably negotiating the changes in the seniority groupings before you; and I do not see any point to that kind of exercise. I think the parties are capable of negotiating this between themselves.

There is precedent for third-party intervention, serving as a stimulus for seniority improvements. In 1962 the Munroe Conciliation Board recommended the establishment, for the first time, of a job security fund. That fund would be based on a contribution by the employer of 1 cent per hour per employee. The Munroe Board provided, however, that before such a fund could be established, the Railways and the Unions would have to adjust some of the anomalies in the seniority agreements which existed in 1962.

MASTER AGREEMENTS

The 1962 and the 1964 Master Agreements tell the story, and it is interesting.

Article II of the November 2, 1962 Master Agreement is entitled, "Job Security." It sets out the objectives of the job security program as they envisaged it at that time, and paragraph 4 of Article II reads as follows:

> "In order to facilitate reasonable mobility of workers to the intent that long service employees shall have a preferential right to other positions which they are capable of performing, seniority and other rules applicable to positions covered by the individual collective agreements specified in Appendix "A" to this Master Agreement shall be revised and adapted with due despatch and to the satisfaction of the Special Committee referred to in paragraph 6 of this Article II.—

Master Agreements in 1962 and 1964 set the objectives for job security programs

that was a bipartisan committee—

> provided, however, that such revision and adaptation shall not require transfer of employees to positions in respect of which another union represents the employees, unless otherwise mutually agreed. No expenditures shall be made from the fund on a particular railway until the revision and adaptation of seniority and other rules have been fully completed with all unions on that railway."

Then the Master Agreement goes on to set out the different aspects of the Job Security Plan, and it says this, under paragraph 5 of Article II:

> "Immediately following the signing of this Master Agreement, each Railway Company and each Union signatory hereto will establish Seniority Committees for the purpose of revising and adapting seniority and related rules as outlined in paragraph 4 hereof."

That is the one that I have just read to you.

> "Such committees will report progress from time to time to the Special Committee for which provision is made in paragraph 6 below."

The parties got together, they worked out changes to the seniority agreement to make the job security program, as they envisaged it at that time, feasible; and on November 16, 1964, the first job security agreement was actually executed.

So, there is precedent for third-party adjudication serving as a stimulus for this type of thing, for working out any of these anomalies that may exist.

The Unions believe that whatever adjustments are needed can be worked out. The problem of the Union, however, and yours too, if I may say so, lies in the fact that the Railways have made ominous warning sounds about the difficulties involved, without being specific as to exactly what is required to solve these problems seriatim.

I repeat that I do not think that this is the place to negotiate these types of seniority groupings. What is needed is a suitable framework in which to work out improvements, if they are needed.

If, sir, you adopt our submission of directing the parties to work out any anomalies to give effect to an overall philosophical concept, then the negotiation of specific seniority problems will not, I am assured, stand in the way of a successful job security agreement.

THE ARBITRATOR: This is in line with your proposal that if such an agreement cannot be reached, then I would retain jurisdiction and ultimately dispose of it?

MR. WRIGHT: Exactly.

THE ARBITRATOR: On that point, what suggestion had you to make by way of timing?

MR. WRIGHT: I am coming to that shortly, but we are suggesting two months, 60 days, as being adequate time in which to work it out.

MR. SMITH: Two to three months.

MR. WRIGHT: Two to three months.

MR. WILLISTON: Would you expect the Shopcrafts to be coming in there too?

MR. WRIGHT: No, this is just this group.

Mr. Arbitrator, we have demonstrated, I believe,—or I hope anyway—that attrition on the Railways is more than sufficient to cope with anticipated contraction.

The problems of the Railways, in the context of the job security problems, are non-problems. They certainly have not placed them before us and said, "Here are our problems!" They have given us a lot of things to worry about, without being specific.

I submit that they have raised artificial issues. One of these artificial issues is this dichotomy between—and I am not going to take more than a few minutes on this —this dichotomy between changes which result from technical, operational and organizational matters, on the one hand, and fluctuations of traffic, on the other. You will recall that a lot of time was devoted by the Railways to this aspect.

This distinction is especially important since the Railways asked us to indicate where employees

were—and I am putting it in quotation marks—"inadequately protected" under the job security agreement now in effect. You will recall that I dealt with that yesterday.

The Railways have persuaded themselves that there is some intrinsic difference in the effects of a layoff for one who is laid off because of a technical, operational or organizational change, on the one hand, as compared to someone who is laid off as the result of fluctuations of traffic.

Interestingly enough, the Railways discussed the effects of fluctuations of traffic all the way through their case, not only in relation to job security agreements, but in all other contexts—the Article IX, Skill Differential and so on. But the issue seems to assume an entirely different connotation when it is referred to in the context of a job security plan.

For example, when they opposed our Article IX, they justified their position constantly because the fluctuations of traffic make compliance impossible. As an answer, they used that as justification as an answer to an increase in wage rates because they said they must always guard against fluctuations in traffic.

NEGATIVE IMPACT

It seemed to me, as I listened to their case coming in, that they constantly hauled out the negative impact of fluctuations of traffic as a justification for corporate decisions, but what about the negative impacts of fluctuations of traffic where the Railway employees are concerned?

If you are laid off, what is the difference to you, as a Railway employee, as to what the reason is? He feels the adverse effects just as sharply under one as he does under the other. Of course, if it results from technological, operational or organizational changes, the impact is softened somewhat.

Yesterday I dealt with this in some detail. I referred you to several decisions of the Canadian Railway Office of Arbitration. I described it as a distinction without a difference.

I think that the Railways are sort of firing at large, and the bullet goes into the wall and they put a red circle around the bullet hole and say, "Bull's eye!" It is a pointless argument; it gets you nowhere; and it is productive of nothing useful.

I submit, sir, that you should direct the parties to institute a job security plan in an operational way —that is, that you should specify that workers with a certain number of years of seniority should not suffer involuntary separation or loss of income.

If I may digress for a moment, I find it interesting, because I am actually giving you almost the same language as I gave you in my opening statement, and I rather think it has stood the test. The things I asked you for at the commencement of our case make sense at the conclusion of our case. I think that is a pretty good test to apply in your own case.

We ask you to set the general conditions which would surround this program. We suggest that the parties should be instructed to negotiate all details which you consider to be relevant to the implementation of the job security plan, and that you give the parties the guidelines within which they are to negotiate.

We submit that at the expiration of the time period which you set, that you ask the parties to report on the results of their negotiations; and, after taking into account what you have been told at that time, that you then impose, with finality, the matters which would be required to implement a meaningful job security program.

We submit that a bandaid approach is not what is called for. I am referring to a bandaid approach to the existing Job Security Plan because it is not responsive to the issues involved.

That, sir, is our submission on Job Security. A lot of thought has gone into it. We have spent hundreds of hours in the course of these proceedings, after we have been through with our work during the day, to talk about this carefully and meaningfully. We do not think we have been talking nonsense. We do not think we are dreaming impossible dreams and doing all these other silly things that have been imputed to us. I think we are coming up with a pretty mature, carefully thought out plan. Yes, there are probably rough spots. Of course, there are. I even believe that there would be mistakes made—by us, if I may with some reluctance suggest, possibly by yourself, but we are charting these unknown seas, and Parliament has said, "Explore!", and we are taking the word literally.

In view of all of the carefully documented material that we have already submitted to you, I am not going to go into the intimate details of the plan. You are familiar with them.

There really remains only the Deutsch Commission. It is my understanding, sir, that after Dr. Deutsch submits his comments to you, as charged by the Minister of Labour, this will be communicated to the parties to these proceedings, and at that time we will have an opportunity to address ourselves to the significance of the findings of Dr. Deutsch, and that we will then make representations to you as to how we think it fits into your Terms of Reference.

Subject to that, that is my submission.

I think, sir, I would like to say one last word, and that is that on this side we are deeply appreciative of the way that you have handled this Arbitration. I think it was a very, very difficult task that you undertook. We wish you well in your own deliberations on the subject, and we thank you with the utmost sincerity for the way in which you have handled these proceedings, because they are very difficult proceedings, and we thank you for your patience and your personal kindness, sir. Thank you.

Obituaries

Doyal L. Walraven, member Miller-Griffith Local 49, passed away in June, 1973. Brother Walraven was a signalman for the Southern at Ooltewah, TN.

Ernest R. White, retired member Walters Local 110 passed away June 1973 at Greenville, SC. He had been a signal maintainer for the Southern.

Albert C. Wilson, member McAdoo Local 54, Central Railroad of New Jersey, passed away on June 24, 1973. Brother Wilson had been a resident of Plainfield, NJ.

Gary Wise, member of Tri-State Local 136, Huntington Division, Chesapeake & Ohio, passed away Sept. 24, 1973. Brother Wise, 39, was an engineer signal equipment.

Signalman's Worksheet

Fundamentals of DC Track Circuits

This is the first of a series of Worksheets dealing with signal equipment and systems. The material on DC track circuits is reproduced from the "Elements of Railway Signaling" Handbook 50, published by the General Railway Signal Co. Our special thanks to Hall E. Downey, manager advertising and sales promotion, GRS, and the company for permission to use this material.

"Perhaps no single invention in the history of the development of railway transportation has contributed more toward safety and dispatch in that field than the track circuit. By this invention, simple in itself, the foundation was obtained for the development of practically every one of the intricate systems of railway block signaling in use today wherein the train is, under all conditions, continuously active in maintaining its own protection.

"In other words, the track circuit is today the only medium recognized as fundamentally safe by experts in railway signaling whereby a train or any part thereof may retain continuous and direct control of a block signal while occupying any portion of the track guarded by the signal."

These paragraphs are quoted from the Third Annual Report of the Block Signal and Train Control Commission, dated November 22, 1910, thirty-eight years after Dr. William Robinson patented the closed circuit track circuit. The track circuit is still fundamental to most of our signaling systems. There are many different arrangements of the track circuit in use today, but they are all alike in their basic principle of operation.

A track circuit in its simplest form is an insulated section of track with a relay on one end and a battery, or some other source of energy, on the other end.

Figure 101 shows an elementary track circuit. It consists of:

1. A source of energy—in this example, a battery.
2. A limiting resistance, so called because it limits the current from the battery.
3. Rails and rail bonding, both offering resistance.
4. Ties and ballast, both offering a path for current leakage from rail to rail. This path has resistance, spoken of as "ballast resistance."
5. Relay series resistance (resistance placed in series with the relay). This has come into use only in recent years.
6. A track relay.

The arrows show the direction of current flow. Starting from the positive post of the battery, current flows through the limiting resistance, the one rail, through the relay winding, the relay series resistance, and back through the other rail to the negative post of the battery. With the relay thus energized, it closes a contact to light the lamp (or to control a signal mechanism to its proceed aspect).

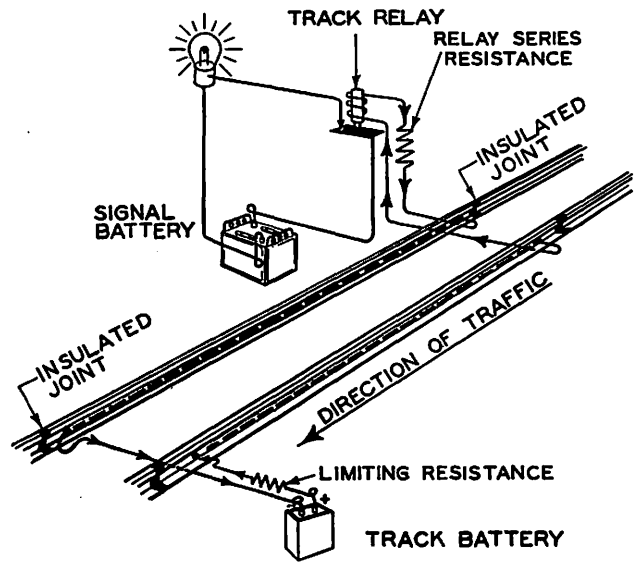


Fig. 101: Diagrammatic track circuit.

As the wheels and axles of a train move onto the track circuit, Figure 102, they provide a path from rail to rail through which the battery current flows, thus robbing the relay of its current and causing it to open the contact through which energy is feeding to the lamp (or to control a signal mechanism to its stop aspect).

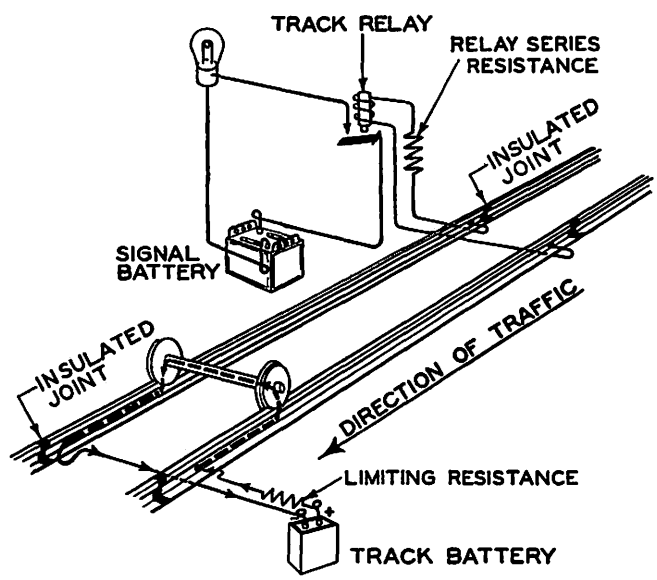
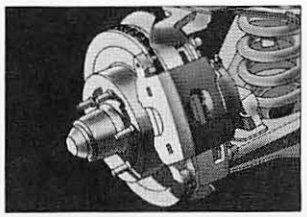


Fig. 102: Diagrammatic track circuit, occupied.

CHEVY CHEYENNE

New Chevy brake systems matched to truck size and capacity



Chevrolet announces an improvement in pickup braking systems. Our fade-resistant front disc brakes are incorporated into complete systems computer-matched to the model and GVW rating of the pickup you order.

The higher your pickup GVW rating, the heavier the brake system components. The system for whatever model and load rating you order is computer-selected right at the factory so that heavier duty pickups get heavier duty brakes.

Also included is a new disc brake lining wear sensor which signals audibly when pads should be replaced.

Finned drum brakes are used at the rear wheels, and brake power assist is available on all models from lightest to heaviest.

Stopping power matched to pickup capacity. It's another way Chevy builds value and toughness into every pickup.

Lasting Chevy Value

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454

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General Systems

Now it's EDISON

- We are pleased to announce that all solid state products formerly manufactured by the Erie, Pa. plant of General Systems, Inc. and marketed under the General Systems name will, as soon as practical, carry the "Edison" name.
- This change results from the acquisition of General Systems, Inc. of Erie, Pa. by McGraw-Edison Company, Edison Battery Division. Since 1963, the Edison Battery Division has been exclusive distributor for General Systems solid state electronic products.
- The plant will remain in Erie, Pa. but at this new address: 6410 West Ridge Road, Erie, Pa. 16506. It will be operated under the management of — and as a part of — the Edison Battery Division.
- In making this acquisition, the Edison Battery Division now assumes all responsibility for product warranties formerly issued by General Systems, Inc. The specific terms are covered in a warranty packed with each product.
- Under Edison management, the aggressive research and development program initiated by General Systems will be strengthened and enlarged. In the future, we expect to make available to you a wider range of top quality, top performance electronic products for your services.

McGRAW EDISON COMPANY
Edison Battery Division
P.O. Box 28, Bloomfield, N.J. 07003 • (201) 751-3700

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